

CHIEF OF NAVAL OPERATIONS
**NAVAL SEARCH & RESCUE
CONFERENCE**



**FINAL
REPORT**

23 - 25 April, 2002
Naval Air Station North Island, CA



DEPARTMENT OF THE NAVY
HELICOPTER COMBAT SUPPORT SQUADRON THREE
NAVAL AIR STATION, NORTH ISLAND
P.O. BOX 357122
SAN DIEGO, CA 92135-7122

3130
Ser N60/308
11 June 2002

From: Commanding Officer, Helicopter Combat Support Squadron
THREE

To: All SAR Units and Related Activities

Subj: FINAL REPORT OF NAVAL SEARCH AND RESCUE CONFERENCE
HELD IN SAN DIEGO, CALIFORNIA 23-25 APRIL 2002

Ref: (a) OPNAVINST 3130.6C

Encl: (1) SAR Model Manager Points of Contact
(2) List of Executive Committee and Work Group
Voting Representatives
(3) Summary of Closed Action Items
(4) Summary of Open Action Items
(5) Summary of Newly Proposed Action Items
(6) Summary of OPNAVINST 3130.6C Change
Recommendations
(7) Summary of NWP 3-50.1 (Rev A) Change
Recommendations
(8) 2001 SAR Excellence Awards
(9) List of Conference Attendees

1. Per reference (a), the following after conference final report is forwarded for review. Enclosure (1) provides contact information for SAR Model Manager personnel. Enclosure (2) provides a record of voting members for conference work groups and the Executive Committee. Enclosures (3) through (7) provide a record of Action Items and change proposals reviewed along with a recommended plan of action. Enclosure (8) provides a summary of 2001 SAR Excellence Awardees. Enclosure (9) is provided as a directory of pertinent agencies.

2. The CNO Search and Rescue Model Manager office will continue to track and act upon all items until closure.

P. L. CORLISS
By Direction

SAR MODEL MANAGER STAFF CONTACT INFORMATION

(DSN prefix 735)

Commanding Officer

CDR Lupton (619)545-8191 lupton.rudy@hc3.nasni.navy.mil

SAR Model Manager

LCDR Corliss (619)545-5240 corliss.paul.1@hc3.nasni.navy.mil

Surface SAR Officer

(619) 545-5402 vanmeter.shawn@hc3.nasni.navy.mil

Enlisted SAR Model Manager

AVCM Nelson (619)545-2479 nelson.frank.r@hc3.nasni.navy.mil

Aviation SAR Coordinator

AWC Schacker (619)545-2479 schacker.greg@hc3.nasni.navy.mil

Inland SAR Coordinator

AE1 Mautner (619)545-2479 mautner.john@hc3.nasni.navy.mil

Surface SAR Coordinator

BMC Hopper (619)545-2479 hopper.everett@hc3.nasni.navy.mil

QM1 Buell buell.steve@hc3.nasni.navy.mil

SAR Equipment Coordinator

PRC White (619)545-2479 white.james.1@hc3.nasni.navy.mil

SAR Medical Coordinator

HMCS Nierenhausen (619)545-5403 nierenhausen.robert@hc3.nasni.navy.mil

SARMM Admin Office

YN1 Murdock (619)545-5402 murdock.rex@hc3.nasni.navy.mil

YN2 Kubiak kubiak.mistie@hc3.nasni.navy.mil

SARMM Graphics Support

DM3 Deleon (619)545-5402 deleon.brian.k@hc3.nasni.navy.mil

SARMM Data Processor

IT3 Fornes (619)545-5402 fornes.amber@hc3.nasni.navy.mil

SARMM Fax

(619)545-5404

SARMM E-mail

NIPR - sarmm@hc3.nasni.navy.mil

SIPR - nelson.frank.r@pacsw.navy.smil.mil

Mail Address

COMMANDING OFFICER

HELICOPTER COMBAT SUPPORT SQUADRON THREE

ATTN: SAR MODEL MANAGER

NAS NORTH ISLAND

BOX 357122

SAN DIEGO, CA 92135-7122

Enclosure (1)

EXECUTIVE COMMITTEE AND WORK GROUP VOTING REPRESENTATIVES

N/R = NOT REPRESENTED

EXECUTIVE COMMITTEE (CHAIRMAN LCDR CORLISS)

CNO N78OE	LCDR GROFF
CMC	MAJ CASE
CINCPACFLT	CDR WEIDE
CINCLANTFLT	N/R
CNATRA	N/R
COMNAVAIRPAC	CDR WHEELER
COMNAVAIRLANT	LT BOREN
COMNAVSURFLANT	BMC LILLEY
COMNAVSURFPAC	OSCS EASTBURG
CNAVRES	LT DIEHL
CNET	MR JOHN KAUFMANN
COMNAVAIRSYSCOM	N/R

AVIATION WORK GROUP (CHAIRMAN - AWCS ROZIER)

COMNAVIAIRPAC	AVCM BAILEY
COMNAVAIRLANT	AMC CLARK
COMHELWINGRES	AM2 PORTER
HELTACWINPAC	AVCM BAILEY
HELTACWINGLANT	LTJG BURFIELD
HSWINGLANT	PRCS KNOBLETT
HSWINGPAC	HM2 BURTON
HSLWINGPAC	AWCS MCCAULEY
HSLWINGLANT	AWC SMITH
MCAS BEAUFORT	SGT SYNER
MCAS CHERRY POINT	LT BINGHAM
NAMRL	LCDR PREVOST
NAS CORPUS CHRISTI	LT REYNOLDS
NAF KEY WEST	AD2 WADE
NAS PENSACOLA	LT HOGE
NAS WHIDBEY IS	AT2 THACKER
NAS PAX RIVER SAR	AT1 VANBUREN
NAWC PAX RIVER	MS LORI BELL
PMRF BARKING SANDS	AME1 ISREAL
RSS PENSACOLA	AWCS THOMPSON
RSS JACKSONVILLE	AW1 KINDDLE
RSS HC-3	AD1 LEWIS
USCG ATC MOBILE	ASTCS DYER
USCG STAN TEAM	AMTC KISER
VMR-1	GYSGT CUMMISKEY
VX-1	AW1 SPENCER

Enclosure (2)

SURFACE WORK GROUP (CHAIRMAN - LT VANMETER)

COMNAVSURFPAC	OSCS EASTBURG
COMNAVSURFLANT	BMC LILLEY
TASK FORCE EXCELL	LT DUNN
COMNAVPACNORWEST	BMCS SPRINGSGUTH
ATG WESTPAC	ETC TAYLOR
ATG MIDPAC	SM1 MACINTIRE
FTC SAN DIEGO	ATC CAMPBELL
FLTCPAC	OS1 SMITH
ATG INGLESIDE	AT1 CARLSON
ATG MAYPORT	LCDR WOLFE
FTG NORFOLK	AWC HARDERS
RSS JACKSONVILLE	LT DOSSEY
SRSSMM PENSOLA	AWC PARSON
USS HOWARD	ENS MALONEY
USS REUBEN JAMES	BMCS SANEWONG

INLAND WORK GROUP (CHAIRMAN - AE1 MAUTNER)

COMNAVAIRPAC	AE1 MAUTNER
COMNAVAIRLANT	AMC CLARK
NAS BRUNSWICK	HM1 STEELE
NAS FALLON	LT MOXEY
NAS WHIDBEY	LT CRAWFEILD
MCAS YUMA	CAPT ROBINS
HMT-303	LT CARMEN
RAPPEL MODEL MANAGER	AD1 LEWIS

SAR HM GROUP

(CHAIRMAN - HMCS NIERENHAUSEN)

BUMED	HM1 HOEKSON
COMNAVAIRPAC	HMC DERCOLE
COMNAVAIRLANT	HMC ADAMS
HC-3	HM1 CAVIN
HCS-4	HM1 FORRESTER
HCS-5	HM3 BARRETT
II MEF	HMC BROWN
MCAS CHERRY POINT	HM2 VOLLBRECHT
MCAS BEAUFORT	HM2 FORD
MCAS YUMA	HM2 CRUMPLER
NAS CORPUS CHRISTI	HM2 HEINTSCHEL
NAS MERIDIAN	HM2 TEMPLETON
NAF KEY WEST	HM2 THOMAS
NWTS CHINA LAKE	HM2 TROY
NAS BRUNSWICK	HM1 STEELE
NAS PAX RIVER	HM1 BOWERSOX
NAS WHIDBEY ISLAND	HM2 HUBBARD
NAS FALLON	HM2 CLIPSON
NAVSTA GITMO SAR	HM2 BASTEMEYER
VMR-1	HMC DORNFELD

CLOSED ACTION ITEMS

(rejected action items or action items still under evaluation are not listed)

<u>96-23</u>	AVIATION SAR PETTY OFFICER COURSE
<u>99-02</u>	PERSONAL EQUIPMENT AUTHORIZATION MESSAGE
<u>99-04</u>	SURFACE RESCUE SWIMMER DEPLOYMENT FOR MINESWEEP CLASS SHIPS
<u>99-05</u>	SURFACE RESCUE SWIMMER SCHOOL PROPOSED REDUCTION
<u>99-07</u>	CHANGE PERIODICITY OF UNIT EVAL TO 18 MONTHS FOR ALL AVIATION UNITS
<u>99-08</u>	STANDARDIZED SAR TRAINING ON CD-ROM FORMAT
<u>99-09</u>	RESCUE SWIMMER PHYSICAL FITNESS STANDARDS
<u>99-10</u>	RESCUE SWIMMER PARTICIPATION IN UNIT SAR EVALUATIONS
<u>00-02</u>	CSAR REP IN SARMM
<u>00-03</u>	CLARIFY SAR EXCELLENCE REQ'S
<u>00-10</u>	CSAR REP IN SARMM
<u>00-14</u>	REDUCTION SURFACE SAR O COI
<u>01-03</u>	CO-LOCATE SARMM AND RSS CURRICULUM MODEL MANAGER
<u>01-11</u>	CHANGE SFT
<u>01-18</u>	VAN LINES ON J BAR DAVITS
<u>01-23</u>	CPR TRAINING AND DEMONSTRATION OF PROFICIENCY
<u>01-24</u>	MODIFY HH-46 SPECIFIC TRAIL LINE PROCEDURES

OPEN ACTION ITEMS

(rejected action items or action items still under evaluation are not listed)

<u>79-02</u>	RESCUE SWIMMER RADIO AN/PRC-125
<u>87-03</u>	INLAND SMOKE
<u>94-16</u>	AVIATION RESCUE SWIMMER DRY SUIT
<u>94-27</u>	RESCUE PERSONNEL PHYSICAL FITNESS PROGRAM
<u>95-33</u>	TRI-SAR HARNESS/QUICK STROP (DIRECT DEPLOYMENT)
<u>96-02</u>	SURFACE RESCUE SWIMMER PIPELINE
<u>96-34</u>	"DACOR" KNIFE PLACEMENT
<u>97-03</u>	SPECIFY THE TRAINING REQUIREMENTS FOR SAR CORPSMAN AS HELICOPTER CREWMAN
<u>98-04</u>	LPU-28/P (SAR-1) MAINTENANCE PROCEDURES
<u>98-05</u>	SURFACE SWIMMERS HARNESS (LSC #204)
<u>98-07</u>	RESCUE LITTER/LITTER SLING WEIGHT TEST
<u>99-01</u>	SDU-39/N EMERGENCY STROBE LIGHT
<u>99-03</u>	DEVELOP AN AUTHORIZED NAVY SAR RESCUE BASKET
<u>99-06</u>	NEW HOLSTER FOR SRU-40/P (HABD)
<u>00-01</u>	ESTABLISH FUNDING FOR SAR SPECIFIC EQUIPMENT REQUIREMENTS
<u>00-04</u>	HANDS FREE SAFETY BELAY IN AIRCRAFT
<u>00-05</u>	CERVICAL COLLARS
<u>00-06</u>	BIOLOGICAL PROTECTIVE GLOVES
<u>00-07</u>	INLAND 02 (CAGED) CADDY
<u>00-08</u>	COMPUTERIZED SAR REPORT
<u>00-09</u>	H-3 RAPPEL/BELAY RIGGING
<u>00-11</u>	FORMAL MOUNTAIN FLYING SCHOOL
<u>00-12</u>	PROTECTIVE ITEMS COMPOSITE FIBERS
<u>00-13</u>	PROCEDURES COMPOSITE FIBER MISHAP
<u>01-01</u>	SAR DEPLOYMENT PROCEDURES FOR MULTI-PLACE LIFE RAFTS
<u>01-02</u>	SHORTEN TRAIL LINE
<u>01-04</u>	RESCUE SWIMMER BREAST INSIGNIA
<u>01-05</u>	RESCUE SWIMMER REFRESHER PT IN TEST
<u>01-06</u>	HDAP/SDAP FOR ALL HIRA
<u>01-07</u>	INCORP FORCASTLE AND BOAT CREWS INTO SAR EVALUATION
<u>01-08</u>	STANDARDIZE SURFACE SAR EVAL CHECKLIST
<u>01-09</u>	ELIMINATE REAR SURFACE APPROACH
<u>01-10</u>	ELIMINATE TIRED SWIMMER CARRY
<u>01-12</u>	12-WEEK PREPARATORY PROGRAM FOR SURFACE RESCUE SWIMMER SCHOOL
<u>01-13</u>	SNORKEL MOUTHPIECE
<u>01-14</u>	SAR WETSUIT ENSEMBLES

Enclosure (4)

<u>01-15</u>	RESCUE BOAT LIFE RING
<u>01-16</u>	TEMPORARY LIFELINE FOR'SLE RECOVERY
<u>01-17</u>	PRESCREEN ICO CAT II
<u>01-19</u>	J-BAR DAVITS
<u>01-20</u>	SWIMMER RESCUE TRAINING FORM IN 3130.6C ENCL 24
<u>01-21</u>	HOLDING LITTER AGAINST BOAT
<u>01-22</u>	SURFACE RESCUE SWIMMER USED IN FP/AT
<u>01-25</u>	IMPLEMENT 12 WEEK SAR PREPARATORY PT PROGRAM IN RTC

May 17, 2002

79-02 ORIGINATOR NAVSAFECENTER

TOPIC RESCUE SWIMMER RADIO AN/PRC-125

HISTORY: A CONTRACT WAS INITIATED IN JUNE 1988 TO OKLAHOMA AEROTRONICS INC (OAI) FOR 980 RESCUE SWIMMER RADIOS. IN MAY 1991 THE MANUFACTURER FAILED TO DELIVER RADIOS IAW CONTRACT PARAMETERS, AND LATER FILED BANKRUPTCY. AS OF MARCH 2000 THERE WERE 248 RFI RADIOS IN THE FLEET. REPAIR CAPABILITIES ARE AVAILABLE BUT SOMEWHAT COSTLY FOR THE INDIVIDUAL COMMAND.

CURRENT STATUS: THE PRC-149 WILL REPLACE THE PRC-125 BY ATTRITION. COMNAVAIRSYSCOM PATUXENT RIVER MD HAS RELEASED THE PRC-149 FLEET INTRODUCTION MESSAGE (DTG 022102Z OCT 01). A COPY OF THIS MESSAGE CAN BE FOUND ON THE PMA 202 WEB PAGE (PMA202.NAVAIR.NAVY.MIL). DUE TO MULTI-YEAR INITIAL OUTFITTING REQUIREMENTS FOR THE AN/PRC-149 RADIO THE INITIAL DISTRIBUTION WILL BE LIMITED. OPNAV HAS DIRECTED TYCOMS TO DISTRIBUTE THE INITIAL ASSETS (RADIOS AND SWIMMER'S CONTROL UNITS) TO THE SAR COMMUNITY FIRST TO MEET SAR REQUIREMENTS AND REPLACE THE PRC-125 RADIO. FOLLOW-ON DELIVERS WILL REPLACE THE PRC-90/90-2, THEN THE PRT-5, AND FINALLY THE PRC-112 RADIOS.

THE PRESENT CONTRACT CALLS FOR THE DELIVERY OF 9,900 AN/PRC-149 RADIOS (SPLIT 60% AIRLANT /40% AIRPAC). THE RESERVERS RADIOS WILL COME OUT OF THE AIRLANT BOND ROOM. SWIMMER'S CONTROL UNIT TO BE DELIVERED ARE 800 (SPLIT 60% AIRLANT/40% AIRPAC). AT PRESENT THERE ARE SOME RADIOS THAT WERE DELIVERED THAT ARE BACK AT THE CONTRACTORS PLANT FOR WARRANTY REPAIRS. WE ANTICIPATE THEY WILL ALL BE RETURNED TO THE BOND ROOMS IN THE NEXT TWO MONTHS. TOTAL ASSETS ON HAND IN THE BOND ROOMS AT PRESENT IS

AIRLANT	AN/PRC-149	SCU's
AIRLANT	552	293
AIRPAC	593	219

ALL SQUADRONS /UNITS WILL BE REQUIRED TO ATTEND A FAILSAFE INTRODUCTION FOR THE AN/PRC-149 RADIO AND SWIMMER'S CONTROL UNIT. UPON SQUADRON/UNIT RECEIPT OF THEIR RADIOS, REGISTRATION OF THE SERIAL NUMBERS MUST BE INPUTTED INTO THE COPAS/SARSAT DATABASE (NOAA) VIA HTTP: // PMA202.NAVAIR.NAVY.MIL. CLICK ON THE COPAS/SARSAT LINK OR THE GRAPHIC AT THE TOP OF THE HOME PAGE.

THE NAVAIR 16-30 PRC-149-1 TECHNICAL MANUAL OPERATION AND MAINTENANCE INSTRUCTIONS WITH ILLUSTRATED PARTS BREAKDOWN AN/PRC-149 RADIO SET (PART NUMBER 2155-09093-00 NSN 5826-01-466-0816) WITH C-12631/PRC-149 SWIMMER CONTROL UNIT (PART NUMBER 2155-09073-00 NSN 5998-01-466-0183) LIST ALL THE MAINTENANCE REQUIREMENTS FOR THE AN/PRC-149 RADIO AND SWIMMER'S CONTROL UNIT. THIS TECHNICAL MAINTENANCE MANUAL CAN BE VIEWED AT THE PMA 202 RADIO WEB-SITE [HTTP://PMA202.NAVAIR.NAVY.MIL/RADIO1](http://PMA202.NAVAIR.NAVY.MIL/RADIO1)

THE AN/PRC-149 RADIO USES TWO COMMERCILLY AVAILABLE "D" CELL BATTERIES. ALL RADIOS ARE TESTED AT THE O LEVEL VIA A BUILT-IN-TEST (BIT) TO DETERMINE RFI/NON RFI STATUS. EACH RADIO HAS A FIVE-YEAR WARRANTY STARTING FROM THE DATE OF DELIVERY TO THE NAVY.

IF A PRC-149 FAILS, IT MUST BE RETURNED TO TALLA-COM FOR WARRANTY REPAIR. ANY UNAUTHORIZED ATTEMPTED REPAIRS WILL VOID THE WARRANTY AND THE ORGANIZATION WILL BE CHARGED FOR THE REPAIR. TO ENSURE THE RADIO IS IN THE STATION SUPPLY SYSTEM AND A DOCUMENTED PAPER TRAIL EXISTS, AND THE RADIO WILL BE RETURNED TO THE SUBMITTING ORGANIZATION. A REQUEST FOR A REPLACEMENT RADIO WOULD BE SUBMITTED TO SUPPLY. SINCE THERE ARE ZERO ASSETS IN SUPPLY THE REQUISITION WOULD BACKORDER AND THE ORGANIZATION WOULD TURN IN THE ITEM AS A CREDIT DIFM. AT THE TIME OF TURN IN TO SUPPLY THE RADIO WOULD BE ACCOMPANIED WITH A DD FORM 1577 (GREEN TAG) TO INDICATE THAT THE ITEM IS REPAIRABLE AND WARRANTED. THE INFORMATION BELOW WOULD BE PROVIDED TO SUPPLY SO THE RADIO COULD BE SHIPPED TO THE OEM FOR REPAIR. WHEN THE REPAIRED/REPLACEMENT RADIO IS RETURNED IT WOULD BE USED TO FILL THE ORGANIZATION'S BACKORDER SUPPLY REQUEST.

INCLUDE IN THE SHIPPING CONTAINER A RETURN SHIPPING ADDRESS TO INCLUDE A 'MARK FOR DOCUMENT NUMBER.

WARRANTED ITEM
NSN 5826-01-466-0186
P/N 2155-09083-00
CONTRACT NO. N00019-98-C-0137
SHIP TO:
TALLA-COM INDUSTRIES
1720 WEST PAUL DURAC DR.
TALLAHASSEE, FL 32303

WARRANTY TURN-AROUND TIME AT TALLA-COM IS A MAXIMUM OF FIVE DAY FROM RECEIPT OF FAILED UNIT.

RADIO DETAILED DISTRIBUTION

3/26/02

<u>Equipment/ TYCOM/ Site</u>	<u>Quantit y</u>	<u>Date</u>	<u>From</u>	<u>Requested by</u>
AN/ PRC-149				
LANT				
COMHSWINGLANT	34	12/4/01	Beaufort	PRC Lanier, LANT (for PRC D'Arcino)
COMHSLWINGLANT	78	12/4/01	Beaufort	PRC Lanier (for PRC Knoblett)
SAR Patuxent River	5	6/11/01	Beaufort	Jim Frankland, Indianapolis via Fred Johnson, CNAL
	5	10/31/01	Beaufort	Fred Johnson, CNAL
SAR Pax River Total:	<u>10</u>			
FAILSAFE East	1	7/2/01	Beaufort	CDR Melcher via Fred Johnson, CNAL
	1	12/27/01	Beaufort	PRC Lanier
FAILSAFE East Total:	<u>2</u>			
HSL-40	15	10/29/01	Beaufort	Fred Johnson, CNAL
"KC-130 Program"	12	11/ ? / 01	Beaufort	Fred Johnson, CNAL (per later e-mail)
VC-8	7	11/30/01	Beaufort	PRC Lanier, CNAL
AIRTEVRON-1, Pax	15	1/29/02	Beaufort	Fred Johnson, CNAL
LANT Total:	<u>173</u>			
COMNAVAIRPAC				
HC-3	15	10/23/01	North Island	Steve Byars (pickup)
	166	3/25/02	North Island	Steve Byars (CHTWP pick up)
HC-3 Total:	<u>181 + unknown quantit y from 80 on</u>			

	2/20/02			
HC-11	140 + unknown quantity from 80 on 2/20/02	3/25/02	North Island	Steve Byars (CHTWP pick up)
COMHELTACWINGPAC (for HC-3,5,11,85 & HS-2, 4, 6, 8 , 10,14)	80	2/20/02	North Island	Steve Byars (pickup)
FAILSAFE West	5	3/19/02	North Island	Steve Byars (pick up)
PAC Total:	<u>406</u>			
RESFOR				
HCS-5, NAS North Island	4	2/15/02	Beaufort	Fred Johnson, CNAL
HC-85, NAS North Island	4	2/15/02	Beaufort	"
HCS-4, NAS Norfolk	4	2/15/02	Beaufort	"
HS-75, NAS Jacksonville	4	2/15/02	Beaufort	"
NAVAIR/ NAWCAD				
NAWCAD Pax 3.1.4.3 (Faith Hammett)	2	3/21/02	Beaufort	Fred Johnson, CNAL
FAILSAFE/ In Service Pax	1	6/13/01	Beaufort	PRC Petty via Fred Johnson, CNAL
	10	7/20/01	Beaufort	CDR Melcher via Fred Johnson (returned to Beaufort by PRC Petty 7/31/01)
FAILSAFE/ In Service Pax Total:	<u>11</u> (10 returne d to Beaufor t 7/31/01)			
NAVAIR PMA-207 (PRC Williams)	12	10/9/01	Beaufort	Fred Johnson, CNAL
	22	3/22/02	North	Steve Byars,

			Island	CNAP
	10	3/22/02	Beaufort	Fred Johnson
PMA-207 Total:	<u>44</u>			
NAVAIR/ NAWCAD Total:	<u>57</u>			
GRAND Total:	<u>656</u>			
(Mount Screws)				
LANT				
AIRTEVRON-1	15	1/30/02	Beaufort	Fred Johnson, CNAL
PAC				
COMHELTACWINGPAC (for HC-3,5,11,85 & HS-2,4,6,8,10,14	80	2/20/02	North Island	Steve Byars, CNAP (pickup)
FAILSAFE (Chief Oliver)	1	3/7/02	North Island	Steve Byars (pickup)
PAC Total:	<u>81</u>			
RESFOR				
HCS-5, NAS North Island	4	2/19/02	Beaufort	Fred Johnson, CNAL
HC-85, NAS North Island	4	2/19/02	"	"
HCS-4, NAS Norfolk	4	2/19/02	"	"
HS-75, NAS Jacksonville	4	2/19/02	"	"
HSL-60, NAS Mayport	4	2/19/02	"	"
RESFOR Total:	<u>20</u>			
GRAND Total:	<u>116</u>			
<u>C-12631/ PRC-149</u> <u>SRCC</u>				
LANT				
COMHSWINGLANT	34	12/4/01	Beaufort	PRC Lanier (for PRC D'Arcino)
COMHSWINGLANT	78	12/4/01	Beaufort	PRC Lanier (for PRC Knoblett)
SAR Patuxent River	5	6/11/01	Beaufort	Jim Frankland, Indianapolis via Fred Johnson, CNAL
	5	10/30/01	Beaufort	Fred Johnson, CNAL

	<u>Total:</u> 10			
FAILSAFE East	1	7/2/01	Beaufort	CDR Murdoch via Fred Johnson, CNAL
HSL-40	15	10/29/01	Beaufort	Fred Johnson, CNAL
VC-8	7	11/30/01	Beaufort	PRC Lanier, CNAL
AIRTEVRON-1, Opax	15	1/29/02	Beaufort	Fred Johnson, CNAL
<u>LANT Total:</u>	<u>160</u>			
PAC				
HC-3	15	10/23/00	North Island	Steve Byars, CNAP (pickup)
COMHELTACWINGPAC (for HC-3,5,11,85 & HS-2,4,6,8,10,14	80	2/20/02	North Island	Steve Byars (pickup)
FAILSAFE (Chief Oliver)	1	3/7/02	North Island	Steve Byars (pickup)
<u>PAC Total:</u>	<u>96</u>			
RESFOR				
HCS-5, NAS North Island	4	2/15/02	Beaufort	Fred Johnson, CNAL
HC-85, NAS North Island	4	2/15/02	"	"
HCS-4, NAS Norfolk	4	2/15/02	"	"
HS-75, NAS Jacksonville	4	2/15/02	"	"
HSL-60, NAS Mayport	4	2/15/02	"	"
<u>RESFOR Total:</u>	<u>20</u>			
NAVAIR				
FAILSAFE/ In Service Pax	1	6/13/01	Beaufort	PRC Petty via Fred Johnson
<u>GRAND Total:</u>	<u>277</u>			

PROBLEMS ASSOCIATED WITH THE AN/PRC-149 RADIO

1. THE CURRENT RADIO CONTRACT CALLS FOR DELIVERY OF 9,900 RADIOS AND ONLY 800 SCU'S. THE SAR COMMUNITY HAS APPROXIMATELY 1200 RESCUE SWIMMERS. WE NEED TO LOBBY FOR MORE SWIMMERS' CONTROL UNITS.
2. SEPTEMBER 01: ALL RADIO'S IN THE CNAL/CNAP BOND ROOMS WERE SENT BACK TO THE MANUFACTURER FOR REFIT OF THE BIT (BUILT-IN-

TEST) CHIP. A LARGE NUMBER OF RADIOS WERE FAILING THE BIT CHECK. THE RADIO MANUFACTURE MADE 200 BRAND NEW RADIOS. 100 FOR EACH COAST TO SHIP OUT ASAP AS AN INTERMEDIATE FIX.

3. **JANUARY 02:** THERE WAS A PROBLEM REPORTED WITH THE SCREWS THAT CONNECT THE SCU TO THE PRC-149. THEY WERE TOO SHORT AND ALLOWED CROSS-THREADING OR THE SCREWS COULD NOT HOLD THE SCU ON AT ALL. FURTHER INVESTIGATION HAS DETERMINED THAT THE SCU MOUNT SCREW HOLES ARE COUNTERSUNK. THEREFORE, THE USE OF HEX HEAD SCREWS RESULTS IN IMPROPER USE OF HARDWARE. THE PROPER HARDWARE TO USE IS, SCREW, COUNTERSUNK FLATHEAD, CROSSPOINT SLOT, BLACK OXIDE FINISH, 2/56 THREAD, 1/4" LENGTH. P/N MS51959-3B, NSN 5305-00-455-2507. NEW PRC-149/SCUS ISSUED FROM THE BOND ROOM WILL HAVE A SET OF NEW SCREWS ISSUED WITH THEM.
4. **MARCH 02:** SAR SWIMMER (HS-5) USING THE AN/PRC-149 RADIO WITH SWIMMER'S CONTROL UNIT ATTACHED DURING THE RECOVERY OF A SURVIVOR AFTER A F-14 MISHAP. STATED THAT THE AN/PRC 149 RADIO DID NOT WORK. AS PER AIRLANT ALSS CLASS DESK (PRC KNOBLET) HS-5 RECEIVED A TOTAL OF (8) AN/PRC-149/SCU'S (ONE PER AIRCRAFT ASSIGNED WITH TWO SPARES). HS-5 DID RECEIVE FORMAL FAILSAFE TRAINING PRIOR TO BEING ISSUED RADIOS. THE AN/PRC-149 RADIO IN QUESTION WAS RE-EXAMINED FOR OPERATION AFTER THE MISHAP AND WAS FOUND TO BE INOPERABLE. POSSIBLE CAUSE WATER INTRUSION IN THE MECHANICAL CONNECTION BETWEEN THE AN/PRC-149 RADIO SET AND THE C-12631/PRC-149 SCU RADIO CONTROL CABLE CONNECTOR. (O RING P/N 0.748X0.039, 70 SLR IS VERY DIFFICULT TO INSATLL AROUND THE RADIO CONTROL CABLE AND COULD HAVE BEEN DAMAGED DURING THE INSTALLATION OF THE SCU TO THE AN/PRC-149 RADIO).
5. NAVAIR 16-30PRC149-1 MAINTENACE MANUAL SCU ATTATCHMENT PROCEDURES
 1. VERIFY THAT THE UNIT IS TURNED OFF (MODE SELECTOR SWITCH IN OFF POSITION)
 2. REMOVE SCREW AND BLADE ASSEMBLY, ANTENNA CAP, SPRING WASHER (DISK), AND SEAL WASHER.
 3. REMOVE THE TWO SCREWS AND WASHERS THAT SECURE THE BLADE ANTENNA HOUSING ASSEMBLY TO THE RADIO SET HOUSING.
 4. REMOVE THE BLADE ANTENNA HOUSING ASSEMBLY AND O-RING. IF ANTENNA HOUSING AND O-RING ARE DIFFICULT TO REMOVE, USE A LONG 5-40 SCREW (AN505C-4-R-22, NSN 5305-01-291-9069OR EQUAL) THAT INSERTS IN THE SAME LOCATION TO PROVIDE A HAND HOLD TO PULL THE BLADE ANTENNA HOUSING ASSEMBLY AWAY FROM THE RADIO SET HOUSING.
 5. INSPECT O RING FOR SERVICEABILITY. REPLACE IF NECESSARY

6. (COMPOUND, SILICONE, MIL-S-8660) LIGHTLY COAT THE O-RING WITH SILICONE AND INSTALL IT, ENSURING IT IS SEATED IN THE GROOVE PROVIDED IN THE AN/PRC-149 HOUSING PRIOR TO ATTACHING THE C-12631PRC-149 SWIMMER CONTROL UNIT, SECURING IT TO THE HOUSING WITH SCREWS AND WASHERS

7. PERFORM OPERATOR-INITIATED BIT,

NOTE

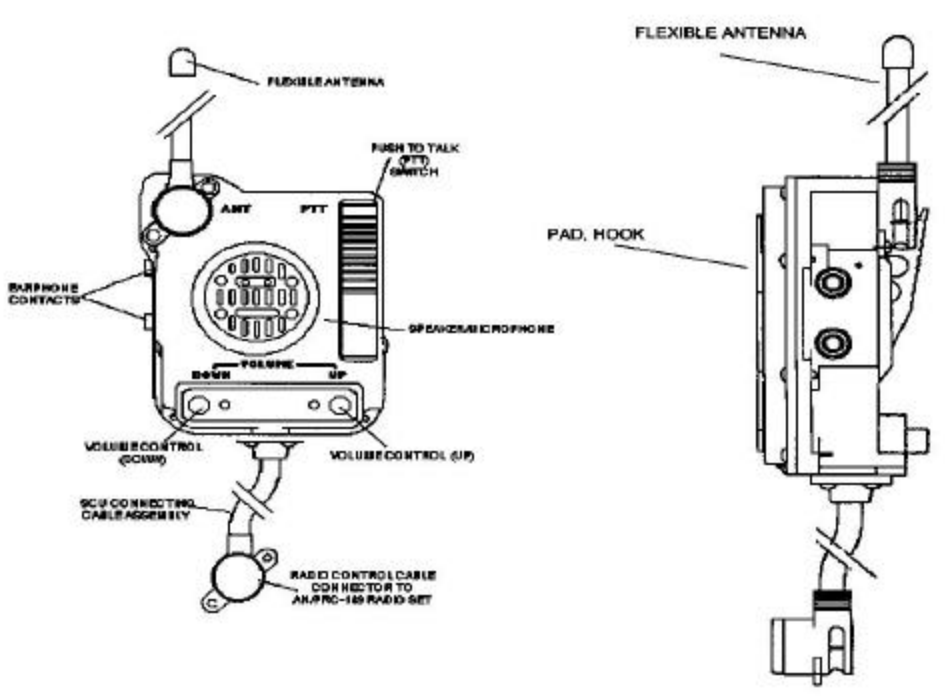
WHEN YOU TURN THE RADIO ON TO PERFORM OPERATOR-INITIATED BIT, IT WILL FIRST DO A POWER-UP BIT, WITH ALL LEDS BLINKING ONCE. ALL FOUR LEDS WILL THEN BLINK A SECOND TIME TO INDICATE THE AN/PRC-149 PROCESSOR HAS DETECTED THE SCU AND CONTROL OF THE AN/PRC-149 WILL BE TRANSFERRED TO THE SCU

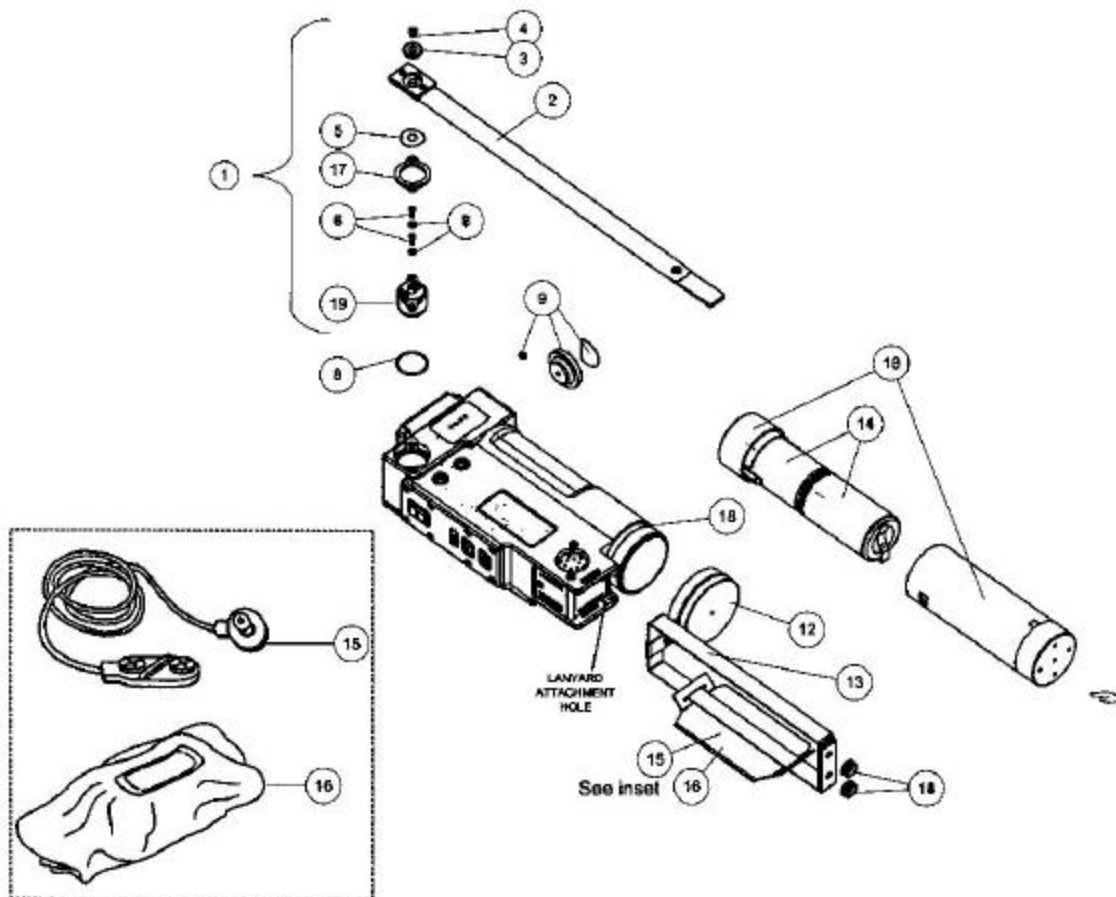
NOTE

WITH THE SCU INSTALLED, OPERATOR INITIATED BIT WILL BE ACTIVATED BY PRESSING AND HOLDING THE VOLUME UP AND DOWN PUSH BUTTONS ON THE SCU SIMULTANEOUSLY FOR MORE THAN 10 SECONDS.

8. TO VERIFY TWO-WAY COMMUNICATION THROUGH THE SCU, USE A SECOND AN/PRC-149 SET ON 282.8 MHZ TO PERFORM A COMMUNICATION CHECK.

9. DOCUMENT IN ACCORDANCE WITH OPNAVINST 4790.2 SEIRIES REVERSE STEPS 1 THROUGH 7 FOR REMOVAL





REMAINING ACTION:

1. CONTACT HS-5 AND ENSURE THEY SUBMITT AN E.I/HAZREP ON THE FAILED AN/PRC-149 RADIO.
2. CONTACT NAVAIR AND PROVIDE SHIPPING INSTRUCTIONS FOR THE AN/PRC-149 RADIO E.I. SHIPMENT VIA THE FASTEST MEANS POSSIBLE TO RAYTHEON TECHNICAL SERVICES COMPANY 6125 EAST 21ST STREET INDIANAPOLIS INDIANA 46219 "ATTENTION ISURESA JASTI " DSN 369-3995COMM (317) 306-3995 EXT 4358 (AS PER THE MANUFACTURES WARRANTY THE ENTIRE UNIT MUST BE SHIPPED TO THE MANUFACTURE (PRC-149 AND SCU) ENSURE WE INCLUDE MIKE OBERNADER AND JIM FRANKLAND.
3. RECEIVED PRC-149 HAZREP FROM HS-5 DTG 201600Z APR 02
SUMMARY: PRC-149 SAR RADIO FAILED TO OPERATE CORRECTLY DURING AN ACTUAL SEARCH AND RESCUE.

NARRATIVE: HELICOPTER AIRCREW HAD NO SUCCESS COMMUNICATING

WITH THE SAR SWIMMER VIA THE PRC-149 SAR RADIO. PRIOR TO SWIMMER DEPLOYMENT, THE CREW SUCCESSFULLY COMPLETED A RADIO CHECK ON 282.8 MHZ USING THE PRC-149. HOWEVER, ONCE IN THE WATER, THE SWIMMER WAS UNABLE TO RECEIVE ANY TRANSMISSIONS FROM THE HELICOPTER. POST FLIGHT INSPECTION REVEALED THE O-RING THAT SECURES THE SWIMMER CONTROL UNIT (SCU) TO THE RADIO WAS DISLODGED FROM THE GROOVE AND ALLOWED SALTWATER INTRUSION.

AIRCRAFT TMS: SH-60F BUNO: 164799 MODEX AND SIDE NUMBER: AG 610
ORIGIN: USS JOHN F KENNEDY (CV-67) MISSION: PLANE GUARD TMR: 2P1
FLIGHT PLAN: VFR DEST: USS JOHN F KENNEDY (CV-67) EVOLUTION:
PHASE OP: HOVER OVER SAR SWIMMER
HDG: 230 KIAS:0 AGL: 70 FEET ELEVATION: SEA LEVEL MSL: 70 FEET
PERSONNEL: CREW: FOUR EQPT: RESCUE SWIMMER RADIO MODEL: (ANPRC-149 PART NO: 2155-09093-00 DAMAGE: O-RING DISLODGED FROM ITS GROOVE,

BOTH THE CREW CHIEF AND RESCUE SWIMMER WERE PROFICIENT OPERATING THE PRC-149 AND CONDUCTED A SUCCESSFUL RADIO CHECK WITH THE PILOTS ON 282.8 MHZ PRIOR TO SWIMMER DEPLOYMENT. FOLLOWING SWIMMER DEPLOYMENT, THE CREW CHIEF AND PILOTS REPEATEDLY TRIED, UNSUCCESSFULLY, TO CONTACT THE SWIMMER ON HIS RADIO. TO INSURE NOINTERFERENCE, THE HELICOPTER WAS POSITIONED SO THAT ITS ROTOR WASH WOULD NOT AFFECT RADIO TRANSMISSIONS. COMMUNICATION STILL COULD NOT BE ESTABLISHED. ONCE THE AIRCRAFT AND CREW RETURNED TO THE SHIP, QUALIFIED SQUADRON MAINTENANCE TECHNICIANS IMMEDIATELY INSPECTED THE RADIO. DURING INSPECTION, THE SWIMMER CONTROL UNIT (SCU) WAS DISCONNECTED FROM THE RADIO AND REVEALED THAT THE O-RING HAD BEEN DISLODGED FROM ITS GROOVE AND HAD ALLOWED SALTWATER INTRUSION. THE BATTERY COMPARTMENT WAS ALSO INSPECTED AND SHOWED NO SIGNS OF CORROSION. THE SUBJECT SCU WAS ATTACHED TO ANOTHER RADIO AND AGAIN FAILED TO OPERATE.

RECOMMENDATIONS:

A. FOR COMNAVAIRSYSCOM:

- (1) CONDUCT ADDITIONAL TESTING ON THE PRC-149 SCU INPUT O-RING AND IDENTIFY IMPROVED PROCEDURES OR A SUITABLE REPLACEMENT.
- (2) ISSUE DIRECTION AS AN INTERIM CORRECTIVE ACTION TO PLACE ADDITIONAL ROOM TEMPERATURE VULCANIZING (RTV) SEALANT (NSN 8040-00-145-0020) AROUND THE SCU INPUT TO PREVENT WATER INTRUSION.

B. FOR ALL SEAHAWK HELICOPTER ACTIVITIES: BRIEF THIS HAZREP TO ALL PRC-149 USERS.

REMARKS:

THIS IS THE FOURTH TIME A SQUADRON PRC-149 HAS FAILED DURING AN ACTUAL SAR. IN ALL CASES THE RADIOS OPERATED CORRECTLY IN THE AIRCRAFT BUT FAILED ONCE THEY WERE IMMersed IN SALTWATER DURING RESCUE SWIMMER DEPLOYMENT. AFTER THIS FOURTH INCIDENT OF RADIO FAILURE, THE CO DIRECTED A THOROUGH INSPECTION OF ALL SQUADRON

PRC-149 RADIOS FOR SIMILAR DISCREPANCIES. DURING THIS INSPECTION, FOUR OUT OF EIGHT SQUADRON PRC-149 RADIOS SHOWED SIGNS OF A FAILED SCU INPUT O-RING.

CO'S ENDORSEMENT:

RECENT SQUADRON EXPERIENCE, OBTAINED DURING FOUR ACTUAL SEARCH AND RESCUES, HAS SHOWN THAT THE PRC-149 RADIO FAILED TO OPERATE UNDER REAL-WORLD SAR CONDITIONS. AS A RESULT, MY PILOTS, AIRCREWMEN, AND I HAVE LOST CONFIDENCE THAT THIS RADIO WILL OPERATE CORRECTLY IN THE FUTURE. FURTHER PRC-149 TESTING MUST BE ACCOMPLISHED AND PROPER MAINTENANCE PROCEDURES IDENTIFIED BEFORE RELIABLE OPERATION MAY BE ASSURED. SINCE WE HAVE NO OTHER OPTIONS FOR A SAR RADIO AND WE'RE FORWARD DEPLOYED WITH A 24/7 ALERT 30 OR

AIRBORNE SAR COMMITMENT, AS AN INTERIM MEASURE, I HAVE DIRECTED MY MAINTENANCE DEPARTMENT TO PLACE THE ABOVE DETAILED RTV SEALANT AROUNDEACH PRC-149'S SCU INPUT TO PREVENT WATER INTRUSION. ADDITIONALLY, I INTEND TO CONDUCT SAR JUMPS WITH MY RESCUE SWIMMERS, EOD PERSONNEL, AND SEALS WITHIN THE NEXT MONTH TO EVALUATE THE RELIABILITY OF MY EIGHT PRC-149'S WITH THE RTV

4. COMNAVAIRLANT RESPONSE

ATTN: FRED JOHNSON, CODE NC421A3 BUILDING T-26, ROOM 195
1279 FRANKLIN ST. NORFOLK, VA 23511

FOR MIKE OBERNEDER: PROVIDE INSTRUCTIONS ON THE SEALANT "FIX" THAT IS GOING ON AT HS-5. I AM CONCERNED ABOUT IMPACT ON WARRANTY AND RADIO PERFORMANCE; PLEASE ADVISE. IF THE SEALANT FIX IS GOOD TO GO, ISSUE FORMAL INSTRUCTIONS WITH SPECIFIC NIIN'S ETC.

FOR HS-5: RECOMMEND YOU DO NOT EMPLOY SEALANT FIX UNTIL WE GET AN ENGINEERING RESPONSE FROM NAWC INDY.

VR/ FRED JOHNSON AIRLANT NC421A3 TITAN SYSTEMS CORP. SUPPORT TO
ALSS CLASS DESK 757-489-0579
DSN 564-2527 OR 7910 JOHNSONFG@CNAL.NAVY.MIL

5. CDR STEVE SCHREIBER COMMANDING OFFICER, HS-5 RESPONSE

WE WILL SHIP THE RADIOS AS YOU HAVE REQUESTED ASAP. HOWEVER, OUR CURRENT, NON-INTRUSIVE, TEMPORARY RTV FIX ENABLES US TO USE THE REMAINING RADIOS WITH CONFIDENCE. AS I'VE SAID, WE ARE CONDUCTING 24/7 SAR OPS AND NEED TO HAVE A MEANS, OTHER THAN JUST HAND SIGNALS, TO COMMUNICATE WITH OUR SWIMMERS. AS WE'VE STATED, I'VE ALREADY DEPLOYED MY SWIMMERS ON 4 OCCASIONS IN THE PAST 2 1/2 MONTHS AND HAD NO LUCK WITH THE RADIOS UNTIL WE IDENTIFIED THE ROLLING O-RING AND CORROSION PROBLEM. WE HAVE TEMP FIXED THAT AS INDICATED. I KNOW THE SYSTEM NEEDS TO FIND OUT WHAT CAUSED THIS AND I FULLY SUPPORT YOU; HOWEVER, I DESPERATELY NEED YOUR APPROVAL FOR THIS TEMP FIX TO KEEP US UP AND RUNNING UNTIL YOU DETERMINE THE ROOT CAUSE OF THE PROBLEM. I SUSPECT THE NEW RADIOS YOU'RE SHIPPING WILL HAVE A SIMILAR PROBLEM ONCE IMMERSSED IN THE OPEN-OCEAN SALT WATER ENVIRONMENT WE LIVE IN. OUR TEMP FIX IS EXTREMELY SIMPLE AND ABSOLUTELY NON-INTRUSIVE. THE SEALANT COMES OFF EASILY, BUT ADDS PROTECTION FROM SALT WATER INTRUSION. I KNOW YOU MIGHT NOT APPROVE, BUT WE CHECKED OUT THE FIX DURING RECENT SAR JUMPS AND ALL 4 RADIOS WE TRIED WORKED 4.0. REMEMBER, I AM ABSOLUTELY RESPONSIBLE FOR THE SAFETY OF MY CREWS AND SWIMMERS AND THIS IS A REAL SAFETY CONCERN OF MINE, WE NEED TO BE ABLE TO COMMUNICATE WITH OUR SWIMMERS. I'M STANDING BY FOR YOUR GUIDANCE AND HELP ON THIS.

FOR HS-5 MAINTENANCE, PLEASE PREPARE 4 RADIOS TO SHIP AND THE PROPER HMR/EI PAPERWORK IF NOT ALREADY COMPLETE. CDR STEVE SCHREIBER COMMANDING OFFICER, HS-5 (904) 542-4640/2

6. FRED JOHNSON AIRLANT NC421A3 TITAN SYSTEMS CORP. SUPPORT TO ALSS CLASS DESK 757-489-0579 WILL SHIP FOUR PRC-149'S SHIPPED TO HS-5 VIA THE AIRLANT JFK EXPEDITER, AK1 ADAMEK.

6. ALSS RADIO CONTROL UNIT - 2155-0907300 EI-HMR
DTG 251122Z APR 02
FM COMNAVAIRSYSCOM PATUXENT RIVER MD

TO COMNAVAIRWARCENACDIV PATUXENT RIVER MD//1.1.2//
COMNAVAIRWARCENACDIV PATUXENT RIVER MD//1.1.2//
AIG 423

UNIT THAT WILL SHIP EXHIBIT: USS JOHN F KENNEDY SUPPLY, ACTION OR DISPOSITION. EXHIBIT BEING HELD BY ORIGINATING ACTIVITY. AWAITING CFA DIRECTIONS FOR SHIPMENT/DISPOSITION. DURING AN ACTUAL SEARCH AND RESCUE (SAR) MISSION, THE AN/PRC-149 RADIO FAILED TO TRANSMIT OR RECEIVE AFTER SWIMMER DEPLOYMENT. A RADIO CHECK WAS CONDUCTED BY THE PILOT AND RESCUE SWIMMER IMMEDIATELY PRIOR TO RESCUE SWIMMER DEPLOYMENT WHICH RESULTED IN A GARBLED BUT

READABLE TRANSMISSION. AIRCREW TESTED THE UNIT IN THE AIRCRAFT AFTER THE MISSION TO VERIFY FUNCTIONALITY AND WERE ABLE TO COMMUNICATE ON 121.5MHZ BUT COULD NOT CHANGE FREQUENCIES. THE NEXT CREW VERIFIED THE MALFUNCTION BY TRYING TO COMMUNICATE WITH THE USS JOHN F KENNEDY AND THE SAME INABILITY TO CHANGE FREQUENCIES WAS PRESENT. AN AUTO BIT TEST WAS SUCCESSFULLY PERFORMED BUT RESULTED IN RADIO VOLUME INCREASES WITH NO FREQUENCY ADJUSTMENT. THE MANUAL BIT TEST WOULD NOT ACTIVATE. REMOVAL OF THE SWIMMERS CONTROL UNIT (SCU) CONNECTOR FROM THE RADIO REVEALED THAT THE GASKET INSIDE THE RADIO HAD DISLODGED FROM THE RETAINING GROOVE AND ALLOWED SALT WATER INTRUSION. A MANUAL BIT TEST WAS PERFORMED WITH THE SCU DISCONNECTED AND THE RADIO PASSED. THE SCU WAS CONNECTED TO A SEPARATE RADIO AND THE SCU PROVED INOPERATIVE. THERE WAS NO EVIDENCE OF SALT WATER INTRUSION IN THE RADIO BATTERY COMPARTMENT BUT THE BATTERY CAP THREADS DID HAVE SALT DEPOSITS. INSPECTION OF ALL EIGHT OF OUR PRC-149 RADIOS REVEALED THAT 5 OF THEM HAD SCU CONNECTOR GASKETS DISLODGED. SAR MISSION ACCOMPLISHMENT SERIOUSLY DEGRADED DUE TO LACK OF RADIO COMMUNICATION.

7. FROM: FRANKLAND, JAMES C THURSDAY, MAY 09, 2002 11:32 AM BE ADVISED THAT THE O-RING LUBRICANT CALLED OUT IN THE -149 MANUAL IS INCORRECT. USE OF A SILICON LUBRICANT ON SILICON O-RINGS WILL DETERIORATE THE O-RING OVER TIME. THE CORRECT LUBRICANT TO USE IS: DOW CORNING 1292 LONG LIFE BEARING GREASE, NSN 9150-00-007-9289 OR EQUAL. GREASE MUST BE A FLUOROSILICONE BASED LUBRICANT. I AM IN THE PROCESS OF WRITING THE IRAC FOR THE MANUAL TO CORRECT THE O-RING AND LUBRICANT PROBLEM FOR THE FUTURE AND I WILL ALSO WRITE AN AIRCREW BULLETIN TO REPLACE THE O-RINGS THAT HAVE BEEN LUBRICATED WITH THE ORIGINAL INCORRECT SILICON LUBRICANT WHEN THE SCU'S WERE INSTALLED. BOTH SHOULD BE DONE BY NEXT WEEK.

JAMES C. FRANKLAND ALSS LOGISTICS RAYTHEON ENGINEERING AND PRODUCT SUPPORT INDIANAPOLIS, IN DSN 369-3995 COML. 317-306-3995 FRANKLANDJ@INDY.RAYTHEON.COM

8. JIM FRANKLAND WILL BE UPDATING THE PRC-149 MANUAL SCU INTALLATION AS FOLLOWS.

AN/PRC-149 SCU INSTALLATION

NAVAIR 16-30PRC149-1

PARA. 4-5.6.1

2. GREASE, NSN 9150-00-007-9289 OR EQUAL

PARA. 4-5.6.2

6. LIGHTLY COAT THE O-RING WITH GREASE AND INSTALL IT, ENSURING IT IS FULLY SEATED IN THE GROOVE IN THE AN/PRC-149 HOUSING.

NOTE

O-RING SHOULD LOOK WET WITH GREASE COATING BUT THERE SHOULD BE NO EXCESS GREASE RESIDUE. ENSURE O-RING IS IN RELAXED STATE AND NOT TWISTED.

7. ENSURE THAT SCU CONNECTOR ORIENTATION MATCHES THE ORIENTATION OF THE HOUSING CAVITY. CAREFULLY INSERT THE SCU CONNECTOR INTO THE HOUSING CAVITY. WATCH FOR O-RING DISLODGMET AS CONNECTOR IS INSTALLED.
8. WHEN THE SCU CONNECTOR BOTTOMS OUT IN THE HOUSING CAVITY, RELEASE THE CONNECTOR. IF THE CONNECTOR RISES 1 TO 3 MILLIMETERS IT INDICATES AIR WAS TRAPPED IN THE CAVITY. THIS TRAPPED AIR INDICATES A GOOD SEAL. IF THE CONNECTOR DOES NOT RISE 1-3 MILLIMETERS, THERE IS A LEAK IN THE SEAL OR IT HAS MOVED OUT OF POSITION. REMOVE THE SCU CONNECTOR, RE-SEAT THE O-RING, AND REINSERT THE SCU CONNECTOR.
9. IF A GOOD SEAL IS OBSERVED, GENTLY PRESS DOWN THE CONNECTOR A SECOND TIME TO FULLY INSERT IT, HOLD IN POSITION, AND INSTALL THE SCREWS (ITEM 4, FIGURE 5-2), SECURING THE CONNECTOR IN PLACE

2002 CNO SEARCH AND RESCUE COFERENCE RECOMMENDATIONS: THE PRC-149 RADIOS WERE PURCHASED BY NAVAIR FOR THE SAR COMMUNITY. THE SARMM WILL CONTINUE LIASON WITH TYCOMS TO HELP ALLEVIATE PRC-125 SHORTFALLS UNTIL THE PRC-149 RADIO REPLACES THE PRC-125 BY ATTRITION FOR ALL SAR SWIMMERS. THE SAR COMMUNITY IS CURRENTLY IN THE HIGH PRIORITY GROUP FOR DISTRIBUTION OF THIS ITEM.

MAY 28, 2002

FROM RON CHRISLIP,PMA-202M/NAWC 4.6.3.3
CONFIGURATION MANAGEMENT
301-342-9293

RAMEC PAX4633-03-02 FOR THE INCORPORATION OF THE SWIMMER CONTROL UNIT ON THE PRC-149 SURVIVAL RADIO WAS APPROVED BY THE NAVAIR CHANGE CONTROL BOARD LASTTHURSDAY 23 MAY. CCB NUMBER IS 2002AIR0110418, ACC 669 HAS BEEN ASSIGNED TO THIS CHANGE.

NEXT COURSE OF ACTION:

1. CONTACT TYCOMS AND ENSURE RADIO DISTRUBUTION FOR SAR SWIMMERS INCLUDES A SWIMMER'S CONTROL UNIT.

2. ONCE ALL PRC-149 RADIO MANUAL CHANGES ARE COMPLETED
ENSURE THE WORD GETS OUT IN A SAR GRAM ON THE O RING
GREASE AND NEW PROCEDURES FOR ATTACHMENT OF THE SCU.

2002 EXECUTIVE COMMITTEE RECOMMENDATION: APPROVED

87-03 ORIGINATOR: SARMM

TOPIC: INLAND SMOKE (SD-600)

HISTORY: ITEM DID NOT EXIST IN THE NAVAL INVENTORY. THE SD-600 SMOKE SIGNAL, FROM SUPERIOR SIGNAL COMPANY, HAS BEEN PROPOSED AS THE REPLACEMENT FOR THE MK-18 SMOKE GRENADE FOR INLAND SAR USE.

PROPOSED SOLUTION: RESEARCH AND DEVELOP WITH MILITARY EXPLOSIVE ENGINEERS AND CIVILIAN COMPANIES TO DEVELOP SUITABLE ITEM FOR INLAND SAR USE.

CURRENT STATUS: FLIGHT CLEARANCES FOR H-1 AND MH-60S HAVE BEEN RECEIVED FROM NAVAIR TO CNAP READDRESSSED TO HC-3 SARMM. STILL AWAITING FLIGHT CLEARANCES FROM NAVAIR FOR THE H-3 AND H-46 PLATFORMS. SD-600 ENROUTE TO NAS FALLON AND NAS WHIDBEY ISLAND.

RECOMMENDATION: UNITS TO CONDUCT OPERATIONAL T/M/S AIRCRAFT T&E WHEN FLIGHT CLEARANCE RECEIVED;

- H-1 NAS FALLON NV OMD/SAR. (104 SMOKES, 13 CANS)
- H-3 NAS WHIDBEY ISLAND WA OMD/SAR. (104 SMOKES, 13 CANS)
- H-46 HC-11 NAS NORTH ISLAND CA. (104 SMOKES, 13 CANS)
- H-60 HC-3 NAS NORTH ISLAND CA. (104 SMOKES, 13 CANS)

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION:
CONTINUE WITH ACTIONS

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR

NEXT COURSE OF ACTION: 1) TRACK FLIGHT CLEARANCE THROUGH NAVAIR, (2) SHIP SD-600 SMOKES TO RESPECTIVE COMMANDS FOR EVALUATION. DOCUMENT NUMBERS ARE AS FOLLOWS: NAS FALLON: N0020246 2074 8001, NAS WHIDBEY: N0020246 2074 8002. (3) CONTINUE WITH EVAL (4) FINALIZE TEST AND EVALUATION PACKAGES TO COMMANDS.

2002 CNO SAR CONFERENCE RECOMMENDATION: CONTINUE WITH TEST AND EVALUATION EFFORTS.

2002 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION:
APPROVED

CURRENT STATUS: SD-600 SMOKES ARRIVED AT NAS FALLON AND NAS WHIDBEY ISLAND. H-46D FLIGHT CLEARANCE RECEIVED FROM NAVAIR TO CNAP. AWAITING READDRESSAL FROM CNAP TO SARMM. STILL AWATING H-3 FLIGHT CLEARANCE FROM NAVAIR.

May 17, 2002

94-16 ORIGINATOR: COMHSLWINGLANT

TOPIC AVIATION RESCUE SWIMMER DRYSUIT

HISTORY: CURRENTLY NO ANTI-EXPOSURE SUIT APPROVED FOR NAVAL AVIATION IS SUITABLE TO MEET THE DIVERSE NEEDS OF THE AIRCREW AND RESCUE SWIMMERS DUTIES IN EXTREME COLD WEATHER OPERATIONS. THE USN/USMC PERSONAL PROTECTIVE APPAREL TEAM IN CONJUNCTION WITH THE SAR MODEL MANAGER HAS IDENTIFIED CRITICAL PERFORMANCE CHARACTERISTICS OF A SAR SWIMMER/AIRCREW PROTECTIVE SUIT. THE INITIAL CONCEPT WAS TO CONSTRUCT A SUIT THAT WOULD MEET THE NEEDS OF THE RESCUE SWIMMER WHILE PERFORMING RESCUES AS WELL AS WHEN FLYING LOGISTICS OR ASW MISSIONS. SUITS USED FOR NORMAL IN-FLIGHT DUTIES, THE HEAT RETENTION CHARACTERISTICS MAKE THEM LESS THAN IDEAL. THIS SUIT CANNOT BE MADE OUT OF THE SAME BREATHABLE GORE-TEX MATERIAL THAT THE CWU-62/P DRYSUIT IS DUE TO DURABILITY ISSUES. THE MUSTANG MODEL MSD-560 DESIGN MANUFACTURED WITH THE GORE-TEX BEST DEFENSE LAMINATE HAS BEEN SUCCESSFULLY EVALUATED AGAINST THESE PERFORMANCE PARAMETERS.

PROPOSED SOLUTION: CONTACT THE NAVAIR PERSONAL PROTECTIVE TEAM AND LOBBY FOR FUNDING TO PROCURE A ANTI-EXPOSURE SUIT DESIGNED TO MEET THE DIVERSE NEEDS OF THE AIRCREW AND RESCUE SWIMMERS DUTIES.

CURRENT STATUS: THE PERSONAL PROTECTIVE APPAREL TEAM PROCURED THE MUSTANG MODEL MSD 560 AND MODIFIED THIS COMERICAL SUIT FOR FLEET EVALAUTION BY SAR SWIMMERS. EVALAUTION FACTORS INCLUDED A FIT/SIZING, RANGE OF MOTION, COMFORT, COMPATIBILITY WITH SAR EQUIPMENT, AND ABILITY TO PERFORM PREFLIGHT, IN-FLIGHT, AND POST FLIGHT RESCUE AND AIRCREW MISSION PROCEDURES.

- THE SARMM OFFICE OBTAINED A FLIGHT CLEARANCE TO EVALUATE THE MUSTANG MSD-560 GORTEX DRYSUIT AND U.S.I.A EXOTHERM FLEECE JUMPSUIT LINER PART NUMBER EX1, EX2 AND EX3 IN TYCOM DESIGNATED SQUADRONS. THE FLIGHT CLEARANCE EXPIRED 30 NOV 01. ALL NONE ESSENTIAL COMMANDS WERE TASKED TO SEND ALL OF THEIR DRYSUITS BACK TO THE SARMM OFFICE ONCE THE FLEET EVALUATION WAS COMPLETED. THE SARMM OFFICE ALLOWED COLD WEATHER COMMANDS TO CONTINUE FLEET EVALUATIONS.
- **FEBURARY 02** COMNAVAIRWARCENACDIV PATUXENT RIVER HAS RELEASED AN ALSS INTERIM RAPID ACTION CHANGE NO 15 TO THE TECHNICAL MANUAL NAVAIR 13-1-6.7-2 AIRCREW PERSONAL PROTECTIVE EQUIPMENT (CLOTHING) BASIC DTD 01 MAY 99 WITH CHANGE 3 DTD 01 DEC00.

PURPOSE OF THIS CHANGE WAS TO ADD THE U.S.I.A. MILITARY EXTHERM FLEECE JUMPSUIT (WUC 96A2620) AND THE SAR SWIMERS' DRY SUIT (WUC 96A29) MUSTANG MODEL MSD 560 GORTEX TO THE NAVAIR 13-1-6.7-2 MANUAL TO INCLUDED PROCURMENT, INSPECTION, MAINTENANCE AND REPLACEMENT PROCEDURES FOR THE NECK AND WRIST SEALS (NOTE THE SUITS MUST BE SENT BACK TO THE MANUFACTURER TO HAVE THE SEALS REPLACED OR REPAIRED)

- FOLLOWING SARMM FLEET ASSESSMENTS, THE PERSONAL PROTECTIVE APPAREL TEAM INCREASED THE ORIGINAL SIZING SYSTEM OF ONE TO FOUR SIZES (SMALL THROUGH X-LARGE). FOR VISIBILITY DURING RESCUE MISSIONS, REFLECTIVE TAPE WAS ADDED ON THE UPPER ARM.
- **MARCH 02:** PERSONAL PROTECTION SYSTEMS BRANCH, CODE 4.6.3.1, CREW SYSTEMS DEPARTMENT, PATUXENT RIVER MD PROVIDED THE COMMANDER, DEFENSE SUPPLY CENTER PHILADELPHIA (DSCP-IDAB4) A PRIME VENDOR SELECTION FOR THE (SAR) SWIMMER'S DRY SUIT PROCUREMENT. IN APRIL 2001 THE PERSONAL PROTECTION SYSTEM BRANCH PROVIDED VIA MIPR THE FUNDING TO PURCHASE SAR DRY SUITS. THEY RECEIVED 3 SAMPLES UNDER THE PRIME VENDOR PROGRAM TO EVALUATE FOR PURCHASE. THE DRY SUIT PROVIDED BY MUSTANG SURVIVAL MEETS THE REQUIREMENTS AS DEFINED IN OUR PURCHASE DESCRIPTION, NAWC PD 4612-9-804, AND IS CONSIDERED THE BEST VALUE BASED ON PERFORMANCE AND PRICE. THE DRY SUIT PROVIDED BY DUI DID MEET OUR REQUIREMENTS BUT WAS NOT SELECTED BASED ON PRICE AND FOREIGN SOURCE. THE PERSONAL PROTECTIVE SYSTEMS BRANCH WILL PROVIDE THE FOLLOWING QUANTITIES AND SIZES FOR THE PURCHASE OF 264 SUITS AT \$734.39 EACH. THEY WILL BE DISTRIBUTED FROM THE AIRLANT/AIRPAC BOND ROOMS TO COMMANDS THAT HAVE A CRITICAL NEED FOR THESE SUITS. THESE SUITS WILL BE ISSUED AS A POOL ITEM.

Storage of SAR Dry Suits in NAVAIR ISS Warehouse facilities

<i>UIC: N48535</i> <i>NAVAIR ISS Facility</i> <i>Building 612</i> <i>Bay 12</i> <i>MCAS Beaufort</i> <i>Beaufort, SC 29904-5019</i> <i>Mark for: "ALSS/ Special Projects"</i>	<i>RIC: R43</i> <i>UIC: N46588</i> <i>NAVAIR ISS Facility</i> <i>Building 652</i> <i>Bay 6</i> <i>NAS North Island</i> <i>San Diego, CA 92135</i> <i>Mark for: "ALSS/ Special Projects"</i>	<i>HC3</i> <i>SARMM EQUIPMENT</i> <i>COORDINATOR</i>
SIZE SMALL 10 EACH SIZE MEDIUM 46 EACH SIZE LARGE 46 EACH SIZE EXLARGE 10 EACH AIRLANT TOTAL 112 GRAND TOTAL 264 SUITS	SIZE SMALL 10 EACH SIZE MEDIUM 46 EACH SIZE LARGE 46 EACH SIZE EXLARGE 10 EACH AIRPAC TOTAL 112	SIZE SMALL 05 EACH SIZE MEDIUM 15 EACH SIZE LARGE 15 EACH SIZE EXLARGE 05 EACH SARMM TOTAL 40

- **NOTE:** THERE ARE ONLY A FEW SMALL AND EX-LARGE SAR SWIMMERS IN THE SAR COMMUNITY. WE ARE CONCENTRATING OUR PURCHASES MORE ON THE MEDIUM TO LARGE SIZES.

2002 CNO SEARCH AND RESCUE COFERENCE RECOMMENDATIONS: DEFENSE SUPPLY CENTER PHILADELPHIA (DSCP-IDAB4) IS CURRENTLY IN WORK ON THE PRIME VENDOR SELECTION FOR THE (SAR) SWIMMER'S DRY SUIT PROCUREMENT. NAVAIR WILL PURCHASE THE REMAINING BALANCE (264) OF THE REQUIRED 400 SUITS FOR THE SAR COMMUNITY. THEY WILL BE DISTRIBUTED TO TYCOMS BOND ROOMS FOR ISSUE AS NEEDED. FOR THOSE SWIMMERS WHO HAVE BEEN ISSUED A CWU-62/P DRYSUIT THEY WOULD WEAR THAT ITEM AS THE 3710.7S DICTATES WHEN NOT ENGAGED IN ACTUAL SAR OR PLANE GUARD MISSIONS AND DON THE MSD-560 DRY SUIT WHEN ENGAGED IN SAR OR PLANE GUARD MISSIONS. THOSE WITHOUT A CWU-62/P DRYSUIT WHO HAVE DRAWN AN MSD-560 FROM THE POOL WOULD WEAR IT IN BOTH SCENARIOS.

THE UNITED STATES MARINE CORPS EXPRESSED SOME CONCERNS ON THE PROCUREMENT OF THE MUSTANG MSD-560. THEY WOULD LIKE TO USE THE TYPHOON DRYSUITS THAT THE COST GUARD IS CURRENTLY USING. NAVAIR IS CURRENTLY PURCHASING 264 MUSTANG DRYSUITS FOR THE SAR COMMUNITY. ONCE THE BUY IS COMPLETED, THE SARMM OFFICE CAN RESEARCH ALTERNATE DRYSUITS.

NEXT COURSE OF ACTION:

1. SUBMITT DRYsuit REPAIR PROCEDURES TO JOANNA McFALLS FOR THE COMMERCIAL OFF THE SHELF MSD-560 DRYsuit (ENSURE REPAIR PROCEDURES INCLUDE NECK AND WRIST SEALS AND THE COLLAR)
2. ONCE THE PRIME VENDOR SELECTION IS COMPLETED. THE SARMM WILL CONDUCT A TEST AND EVALUATION OF THE PROPOSED BID SAMPLES TO INCLUDE 4 DIFFERENT SIZES.
3. UPON COMPLETION OF TEST AND EVALUATION SUBMITT THE RESULTS BACK TO NAVAIR AND MUSTANG.
2. RESEARCH THE POSSIBILITY OF OBTAINING ADDITIONAL COMMERCIAL OFF THE SHELF DRYSUITS.

2002 EXECUTIVE COMMITTEE RECOMMENDATION: APPROVED

94-27 ORIGINATOR: HC-11

TOPIC: RESCUE PERSONNEL PHYSICAL FITNESS PROGRAM

HISTORY: THE OBJECTIVE OF THIS ACTION ITEM WAS TO GET A TASK BASED STUDY IN ORDER TO IDENTIFY WHAT THE PROPER PHYSICAL FITNESS PRE-REQUISITES AND CONDITIONING STANDARDS ARE. THE EXERCISES AND REPETITIONS CURRENTLY IN USE ARE ARBITRARY AT BEST. BASICALLY, WHEN THE SWIMMER PROGRAM STARTED, CERTAIN EXERCISES AND REPETITIONS WERE ADOPTED. OVER THE YEARS SOME THINGS WERE DEEMED MORE DETRIMENTAL THAN BENEFICIAL AND DELETED. OTHERS WERE ADDED OR MODIFIED TO COMPRISE TODAY'S STANDARDS.

PROPOSED SOLUTION: DEVISE AND IMPLEMENT A PT PROGRAM THAT MEETS REQUIREMENTS.

CURRENT STATUS: FUNDED BY CNET AUG00. NAVAL AEROSPACE MEDICAL RESEARCH LAB (NAMRL) GIVEN TASK AUG00. SURVEY SENT TO FLEET JAN01. SURVEY DATA RECEIVED AND ANALYZED JUL01. LT PREVOST (NAMRL) DELIVERED COMPLETED TASKED BASE STUDY TO SARMM AT SAR ADVISORY BOARD. SIX MONTH DATA COLLECTION COMPLETED, TEST RESULTS CALCULATED, "PASS" / "FAIL" CRITERIA IDENTIFIED AND RETURNED TO NAMRL FOR CONCURRENCE. POINTS SYSTEM DESIGNED TO INCREASE COMPETITION.

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION:
CONCUR

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR

RECOMMENDATION: ESTABLISH THE FOLLOWING STANDARDS FOR SFT:

SURFACE:

- 62 (MINIMUM) TO 100 SITUPS (2:00)
- 5:00 MAXIMUM REST PERIOD
- 52 (MINIMUM) TO 100 PUSHUPS (2:00)
- 5:00 MAXIMUM REST PERIOD
- 300 METER MINIMUM GEAR SWIM FOLLOWED IMMEDIATELY BY A 400 METER BUDDY TOW (MINIMUM GEAR IAW 3-50.1 SERIES)

Surface Points System

Comb. Swim:	POINTS:	Push-Ups:	POINTS:	Sit-Ups:	POINTS:
12:01 - 12:15	100	100	100	100	100
12:16 - 13:30	98	99	99	99	95
12:31 - 12:45	96	98	98	98	92
12:46 - 13:00	94	97	97	97	90
13:01 - 13:15	92	96	96	96	88
13:16 - 13:30	90	95	95	95	86
13:31 - 13:45	88	94	94	94	84
13:46 - 14:00	86	93	93	93	82
14:01 - 14:15	84	92	92	92	80
14:16 - 14:30	82	91	91	91	79
14:31 - 14:45	80	90	90	90	78
14:46 - 15:00	78	89	89	89	77
15:01 - 15:15	76	88	88	88	76
15:16 - 15:30	74	87	87	87	75
15:31 - 15:45	72	86	86	86	74
15:46 - 15:00	70	85	85	85	73
16:01 - 16:15	69	84	84	84	72
16:16 - 16:30	68	83	83	83	71
16:31 - 16:45	67	82	82	82	70
16:46 - 17:00	66	81	81	81	69
17:01 - 17:15	65	80	80	80	68
17:16 - 17:30	64	79	79	79	67
17:31 - 17:45	63	78	78	78	66
17:46 - 18:00	62	77	77	77	65
18:01 - 18:15	61	76	76	76	64
18:16 - 18:30	60	75	75	75	63
18:31 - 18:45	59	74	74	74	62
18:46 - 19:00	58	73	73	73	61
19:01 - 19:15	57	72	72	72	60
19:16 - 19:30	56	71	71	71	59
19:31 - 19:45	55	70	70	70	58
19:46 - 20:00	54	69	69	69	57
20:01 - 20:15	53	68	68	68	56
20:16 - 20:30	52	67	67	67	55
20:31 - 20:45	51	66	66	66	54
20:46 - 21:00	50	65	65	65	53
		64	64	64	52
		63	63	63	51
		62	62	62	50
		61	61		
		60	60		
		59	59		
		58	58		
		57	57		

56	56
55	55
54	54
53	53
52	50

AVIATION:

- 4 (MINIMUM) TO 20 PULL UPS (2:00)
- 5:00 MAXIMUM REST PERIOD
- CARRY TWO (2) FIFTY POUND DUMBBELLS A DISTANCE OF 100 YARDS, STEPPING OVER FOUR 12 TO 14 INCH OBSTACLES (2:00). TWO REST PERIODS ARE AUTHORIZED (AT THE DISCRETION OF THE TEST PARTICIPANT) DURING THIS TEST, WITHOUT EXCEEDING THE 2:00 TIME PERIOD.
- 1-MILE WALK WITH THE MEDEVAC LITER IN THE BACK PACK (WORN ON SHOULDERS) IN A MAXIMUM OF 16:30.
- 5:00 REST PERIOD (20:00 MAXIMUM REST PERIOD FOR LOGISTICAL CONSIDERATIONS).
- 500-METER MINIMUM GEAR SWIM FOLLOWED IMMEDIATELY BY A 400 METER BUDDY TOW (MINIMUM GEAR IAW 3-50.1 SERIES).

Aviation Points System

Comb. Swim:	POINTS:	Liter hike:	POINTS:	Dumbbell:	POINTS:	Pull-ups:	POINTS:
15:31 - 15:45	100	10:01 - 10:15	100	0:50	100	20	100
15:46 - 15:00	98	10:16 - 10:30	98	0:52	98	19	95
16:01 - 16:15	96	10:31 - 10:45	96	0:54	96	18	90
16:16 - 16:30	94	10:46 - 11:00	94	0:56	94	17	85
16:31 - 16:45	92	11:01 - 11:15	92	0:58	92	16	80
16:46 - 17:00	90	11:16 - 11:30	90	1:00	90	15	75
17:01 - 17:15	89	11:31 - 11:45	88	1:02	88	14	70
17:16 - 17:30	88	11:46 - 12:00	86	1:04	86	13	68
17:31 - 17:45	87	12:01 - 12:15	84	1:06	84	12	66
17:46 - 18:00	86	12:16 - 13:30	82	1:08	82	11	64
18:01 - 18:15	85	12:31 - 12:45	80	1:10	80	10	62
18:16 - 18:30	84	12:46 - 13:00	78	1:12	78	9	60
18:31 - 18:45	83	13:01 - 13:15	76	1:14	76	8	58
18:46 - 19:00	82	13:16 - 13:30	74	1:16	74	7	56
19:01 - 19:15	81	13:31 - 13:45	72	1:18	72	6	54
19:16 - 19:30	80	13:46 - 14:00	70	1:20	70	5	52
19:31 - 19:45	79	14:01 - 14:15	68	1:22	69	4	50

19:46 - 20:00	78	14:16 - 14:30	66	1:24	68
20:01 - 20:15	77	14:31 - 14:45	64	1:26	67
20:16 - 20:30	76	14:46 - 15:00	62	1:28	66
20:31 - 20:45	75	15:01 - 15:15	60	1:30	65
20:46 - 21:00	74	15:16 - 15:30	58	1:32	64
21:01 - 21:15	73	15:31 - 15:45	56	1:34	63
21:16 - 21:30	72	15:46 - 15:00	54	1:36	62
21:31 - 21:45	71	16:01 - 16:15	52	1:38	61
21:46 - 22:00	70	16:16 - 16:30	50	1:40	60
22:01 - 22:15	69			1:42	59
22:16 - 22:30	68			1:44	58
22:31 - 22:45	67			1:46	57
22:46 - 23:00	66			1:48	56
23:01 - 23:15	65			1:50	55
23:16 - 23:30	64			1:52	54
23:31 - 23:45	63			1:54	53
23:46 - 24:00	62			1:56	52
24:01 - 24:15	61			1:58	51
24:16 - 24:30	60			2:00	50
24:31 - 24:45	59				
24:46 - 25:00	58				
25:01 - 25:15	57				
25:16 - 25:30	56				
25:31 - 25:45	55				
25:46 - 26:00	54				
26:01 - 26:15	53				
26:16 - 26:30	52				
26:31 - 26:45	51				
26:46 - 27:00	50				

NEXT COURSE OF ACTION: Approved by the 2002 SAR Executive committee with a tentative fleet introduction date or the first quarter 2003. Continue to track fleet SFT results and amend / adjust pass-fail criteria every two years. Close action item upon incorporation into 3130.6 series.

95-33 ORIGINATOR: HS-10

TOPIC: TRI-SAR HARNESS/QUICK STROP (DIRECT DEPLOYMENT)

HISTORY: THE TRI-SAR HARNESS IS A PIECE OF GEAR DEVELOPED AND USED BY THE USCG, AND HAS BEEN ADOPTED BY THE USN AS AN "OPTIONAL" RESCUE DEVICE/PROCEDURE FOR AVIATION MARITIME OR INLAND APPLICATION. THE FUNCTION OF THE GEAR IS AS FOLLOWS: IT CAN BE USED IN PLACE OF THE CURRENT RESCUE SWIMMER HARNESS FOR MARITIME RESCUES AND IN PLACE OF THE RAPPEL HARNESS FOR CLIFFSIDE/SWIFT WATER RESCUES. IN ADDITION THE TRI-SAR ENABLES "DIRECT DEPLOYMENT" RECOVERIES IN WHICH THE RESCUE SWIMMER CAN SAFELY REMAIN ATTACHED TO THE HOIST CABLE WHILE AFFECTING A RESCUE. THIS PROCEDURE IS PERFORMED UTILIZING THE QUICK STROP IN CONJUNCTION WITH THE TRI-SAR HARNESS. THE QUICK STROP SHALL ONLY BE UTILIZED WITH THE TRI-SAR HARNESS. THIS IS BENEFICIAL IN SITUATIONS OF HEAVY SEAS, SWIFT WATER, EXTREME COLD WATER, PREDATORS ARE PRESENT, CLIFFSIDE EXTRICATIONS, OR WHERE TIME IS OF THE ESSENCE.

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION:
CONTINUE

STATUS: MAINTENANCE/INSPECTION/SIZING AND ORDERING GUIDELINES FOR THE TRI-SAR HARNESS ASSY ARE LOCATED IN THE NAVAIR 13-1-6.5 CHAPTER 14.

THE HARNESS AND QUICK STROP ARE MADE BY LIFE SAVINGS SYSTEM CORP, AND SHOULD BE PURCHASED VIA YOUR LOCAL PRIME VENDOR. INITIAL TRAINING REQUIREMENTS ARE AS FOLLOWS:

(1) ONLY PERSONNEL WHO HAVE GRADUATED THE USCG ADVANCED RESCUE SWIMMER SCHOOL (ARSS) OR HAVE BEEN TRAINED BY A GRADUATE MAY UTILIZE THE TRISAR HARNESS, QUICK STROP OR DIRECT DEPLOYMENT RESCUE PROCEDURES FOR INITIAL TRAINING. THE USCG HAS ALLOTTED EIGHT QUOTAS ANNUALLY FOR USN/USMC PERSONNEL AND IDENTIFIED THE SARMM AS THE QUOTA CONTROL POINT. THERE ARE ALREADY SEVERAL RESCUE SWIMMERS ON THE EAST AND WEST COAST WHO HAVE GRADUATED THE USCG ARSS AND MAY SUPERVISE TRAINING AT INDIVIDUAL COMMANDS. CONTACT SARMM (AFCM NELSON) FOR INFORMATION REGARDING INITIAL TRAINING AND QUALIFICATION.

INTERIM PROCEDURES WILL BE PROVIDED TO THE FLEET VIA SEPCOR AND WILL BE SUPERCEDED BY THE NWP 3-50.1 (REV B). THE TRI-SAR HARNESS/QUICK STROP AND DIRECT DEPLOYMENT PROCEDURES

95-33 CON'T

SHALL NOT BE PERFORMED FROM NAVY/MARINE CORP HELICOPTERS UNTIL THESE PROCEDURES ARE DISSEMINATED TO THE FLEET.
THE ANNUAL CURRENCY REQUIREMENTS ARE PUBLISHED IN THE OPNAVINST 3130.6C.

NEXT COURSE OF ACTION: 1) PUBLISH INTERIM PROCEDURES, 2) INCORPORATE INTO NWP 3-50.1, 3) IMPLEMENT TRI-SAR AND DIRECT DEPLOYMENT INTO RSS.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR

2002 SAR CONFERENCE CURRENT STATUS

- NWP 3-50.1 (REV A) URGENT CHANGE 2 (UC2), (DTG: 081405Z MAR 02) RELEASED TO FLEET.
- DEVELOP TRAINING PACKAGE FOR USE BY INDIVIDUAL COMMANDS TO TRAIN INITIALLY OR FOR PROFICIENCY.
- WILL INCORPORATE UC2 INTO THE NWP 3-50.1 (SERIES) DURING REVISION DUE OUT APPROX JAN 03.
- WILL MAKE CHANGE TO THE OPNAVINST 3130.6 (SERIES) TO REFLECT INITIAL QUALIFICATION OF COMMANDS FOR DIRECT DEPLOYMENT IAW NWP 3-50.1 UC2 DURING REVISION APPROX APR 03.
- CNET / RSS CURRICULUM MODEL MANAGER. DEVELOP AND IMPLEMENT CURRICULUM FOR AVIATION CAT 1 RSS PROGRAM

2002 EXECUTIVE COMMITTEE RECOMMENDED: APPROVED

96-02 ORIGINATOR: HS-1
FTC, SAN DIEGO
COMDESRON ONE
USS LEWIS B FULLER

TOPIC: SRS PIPELINE

HISTORY: SCREEN RECRUITS IN BOOT CAMP FOR ELIGIBLE CANDIDATES TO SEND TO SRS SCHOOL. THIS WOULD ENSURE THAT RESCUE SWIMMER STUDENTS ENTER THE SCHOOL IN PRIME PHYSICAL CONDITION AND PROVIDE AFLOAT COMMANDS WITH THE PERSONNEL NEEDED TO FULFILL BILLET REQUIREMENTS. THIS AI HAS BEEN INITIATED AND CLOSED NUMEROUS TIMES SINCE 1988. IT WAS REVIEWED AT THE 1999 SAB AND RECOMMENDED TO REMAIN OPEN FOR ACTION AT 2000 SAR CONFERENCE.

PROPOSED SOLUTION: IMPLEMENT A SCREENING PROCESS DURING BOOT CAMP TO IDENTIFY ELIGIBLE CANDIDATES FOR SRS SCHOOL.

2000 CNO SAR CONFERENCE EXECUTICE COMMITTEE RECOMMENDATION:
RECOMMENDED FOR REVIEW AT THE NEXT FLEET REVIEW BOARD.

MARCH 2001 FLEET REVIEW BOARD: DISCUSSION INCLUDED:
-NEC RE-UTILIZATION
-PIPELINE WILL ALLOW THE SWIMMER TO ARRIVE ON BOARD AS A SWIMMER READY TO BE USED.

2001 SAR ADVISORY BOARD RECOMMENDATION: REMAIN OPEN AND DISCUSSED AT NEXT SAR CONFERENCE.

CURRENT STATUS: AI REMAINS OPEN.

RECOMMENDATION: UNLESS A DETAILED PLAN OF ACTION IS PROPOSED AT THE 2002 SAR CONFERENCE, SARMM RECOMMENDS CLOSING THIS ACTION ITEM.

2002 SAR CONFERENCE RECOMMENDATION: TASK FORCE EXCEL (TFE) ATLANTIC OFFERED ASSISTANCE WITH NAVPERS ON GENDET AND NEC TRACKING TO IMPROVE PROGRAM. SARMM LIAISON WITH TFE AND NAVPERS TO RESOLVE ISSUE.

2002 EXECUTIVE COMMITTEE RECOMMENDATION: APPROVED

May 17, 2002

96-34 ORIGINATOR: NAVAL AVIATION SCHOOLS COMMAND

TOPIC DACOR" KNIFE REPLACEMENT

HISTORY: IT IS VERY DIFFICULT TO UNSHEATH OR SHEATH THE KNIFE BECAUSE OF ITS LOCATION ON THE SWIMMER'S HARNESS (UNDER LEFT ARM). SWIMMERS COMPLAINED OF LOSING THEIR KNIVES, CUTTING THEMSELVES OR THEIR WETSUITS WHEN TRYING TO UNSHEATH/SHEATH THE KNIFE. IN 1997 THE "DACOR" KNIFE WAS BLUNT TIPPED BY IRAC 46 TO NAVAIR 6.5 TO HELP ALLEVIATE SOME SAFETY CONCERNS.

BACKGROUND: THE KNIFE IS USED FOR PUNCTURING RAFTS AND CUTTING WEBBING DURING RESCUES. THE KNIFE MUST BE ABLE TO BE OPENED AND CLOSED WITH EITHER HAND.

PROPOSED SOLUTION: INVESTIGATE ALTERNATIVE LOCATION AND SHEATH MODIFICATION FOR THE SWIMMERS KNIFE.

CURRENT STATUS: THE LOCATION OF THE SHEATH AND KNIFE STILL NEEDS TO BE REPLACED/RELOCATED IN ORDER TO MAKE IT EASIER FOR THE SWIMMER TO UNSHEATH/SHEATH THE KNIFE DURING RESCUE OPERATIONS. THE SAR SWIMMERS KNIFE REPLACEMENT IS A CURRENT ALSS/IMP ACTION ITEM NUMBER 01-024 PRIORITY II.33 THAT IS CURRENTLY NOT FUNDED FOR NAVAIR TEST AND EVALUATION. HOWEVER A SERIES OF EVALUATIONS HAVE BEEN DONE ON FOLDING KNIVES THAT WERE PURCHASED BY SARMM. TO DATE SARMM HAS IDENTIFIED SEVERAL ACCEPTABLE KNIFE REPLACEMENTS FOR THE CURRENT RESCUE SWIMMERS KNIFE.

APRIL 02: THIS ITEM WAS DISCUSSED AT THE 02 MID YEAR IMP HELD AT NASNI (08-12 APRIL). THIS ITEM WAS MOVED UP TO PRIORITY II.17 AND MEETS THE FUNDING LINE REQUIREMENTS.

2002 CNO SEARCH AND RESCUE CONFERENCE: THE DÉCOR KNIE IS CURRENTLY FUNDED BY NAVAIR FOR RESEACH AND DEVELOPMENT.

NEXT COURSE OF ACTION:

1. THE SARMM WILL DRAFT A RESPONSE MESSAGE IRT THE KNIFE HAZREP FROM BARKING SAND HI.
2. THE SARMM STAFF WILL MODIFY ONE HBU-23P AND A TRI-SAR HARNESS TO ACCOMMODATE A NEW FOLDING KNIFE.
 - a. EICHORN PRT-I, PRT-II AND PRT-III RESCUE KNIVES.
MR. JORG EICKHORN, THE PRESIDENT OF EICKHORN-SOLINGEN IS THE POINT OF CONTACT. EICKHORN-SOLINGEN ATT.: JORG

EICKHORN, PRESIDENT LOEHDORFER STR. 72 42699 SOLINGEN
GERMANY TEL. OFFICE: 011-49-212-66050TEL.
CELL: 011-49171-2146707 FAX: 011-49-212-67437E-MAIL:
JOERG@EICKHORN-SOLINGEN.COM

b. EMERSON SHARK TYPE 440C

3. SUBMITT A FLIGHT CLEARANCE TO AIRPAC/AIRLANT TYCOMS
FOR FLEET TEST AND EVALUATION OF NEW PROPOSED
REPLACEMENT KNIFES.

2002 EXECUTIVE BOARD RECOMMENDATIONS: APPROVED

HAZREPS SUBMITTED

1. REPORTING ACTIVITY: NAF KEY WEST FLORIDA UIC: 00213

AIRCRAFT: TMS: UH3H BUNO: 152710 MODEX AND SIDE NUMBER: MARLIN
710 MISSION: SAR ORG: HSL-40

NARRATIVE: MARLIN 710 WAS AIRBORNE CONDUCTING A SAR EVALUATION FLIGHT AND RECEIVED A DISTRESS CALL TO A CAPSIZED BOAT. UPON REACHING THE SCENE, THE CREW OBSERVED THREE SURVIVORS SITTING ON TOP OF THEIR CAPSIZED FISHING BOAT WITH NO PERSONAL FLOTATION DEVICES. THE DECISION WAS MADE TO DEPLOY THE RESCUE SWIMMER WITH THREE LPP-1'S. AN UNEVENTFUL HOIST DEPLOYMENT OF THE SWIMMER WAS MADE. UPON REACHING THE SURVIVORS IN FIVE FOOT SEAS, THE RESCUE SWIMMER FITTED EACH SURVIVOR WITH AN LPP-1. ONE OF THE THREE SURVIVORS WAS OBESE, ROUGHLY 300 LBS, AND VERY UNCOMFORTABLE IN THE WATER. THE SWIMMER MADE THE DECISION TO RECOVER HIM FIRST. WHILE ATTEMPTING TO PLACE THE RESCUE STROP AROUND THE SURVIVOR; THE LPP-1'S SEA DYE MARKER LANYARD GOT ENTANGLED AROUND THE RESCUE HOOK. THE FRANTIC SURVIVOR ATTEMPTED TO CLIMB THE HOIST CABLE BEFORE BEING CALMED BY THE RESCUE SWIMMER. THE RESCUE SWIMMER THEN USED HIS SWIMMER KNIFE TO CUT THE LANYARD FREE WHILE KEEPING POSITIVE CONTROL OF THE STRUGGLING SURVIVOR. HE SUCCESSFULLY CUT THE LANYARD WITH THE KNIFE, BUT WAS UNABLE TO RE-SHEATH THE KNIFE AND KEEP CONTROL OF THE SURVIVOR AT THE SAME TIME. DUE TO THE KNIFE'S AWKWARD LOCATION AND DIFFICULTY IN RETURNING IT TO ITS SHEATH, HE ELECTED TO DROP THE KNIFE IN THE OCEAN AND CONTINUE WITH THE RESCUE. THE TWO RESCUES WERE UNEVENTFUL.

ANALYSIS: THE RESCUE SWIMMER, IN THIS CASE, WAS THE COMMAND'S SEARCH AND RESCUE PETTY OFFICER, SO IT WAS NOT A CASE OF AN INEXPERIENCED SWIMMER THAT LED TO DIFFICULTY IN STOWING THE SWIMMER'S KNIFE. IN FACT, IT WAS HIS EXPERT SKILL AND EXPERIENCE THAT LED HIM TO THE DECISION OF TOSsing THE KNIFE RATHER THAN CONTINUING AND LOSING ANY FURTHER CONTROL OF THE SITUATION. AFTER REVIEWING THIS INCIDENT WITH THE OTHER RESCUE SWIMMERS FROM THIS COMMAND AND OTHER SAR COMANDS, THIS IS A CONTINUING PROBLEM THAT SHOULD HAVE BEEN FORMALLY DOCUMENTED IN PREVIOUS RESCUES AND TRAINING EVOLUTIONS. IN A CONTROLLED POOL TRAINING ENVIRONMENT, THE KNIFE COULD PROBABLY BE STOWED WITH ONLY MINOR DIFFICULTY. IN AN ACTUAL RESCUE SCENARIO, THIS BECOMES MORE AND MORE DIFFICULT PARTICULARLY WITH A SEA STATE OF FOUR. ADD AN OBESE, PANICKED SURVIVOR AND IT'S NEAR IMPOSSIBLE.

HAZREPS SUBMITTED

REPORTING ACTIVITY: PACMISRANFAC HAWAREA BARKING SANDS

UIC: 0534A AIRCRAFT: TMS: UH-3H BUNO: 15270 MODEX AND SIDE
NUMBER: OUTRIDER 60 MISSION: SAR JUMPS. KNIFE WAS LOST WHILE
PERFORMING DAY/NIGHT SAR JUMPS.

NARRATIVE: OUTRIDER 60 LAUNCHED TO PERFORM SAR JUMP
QUALIFICATIONS FOR THREE RESCUE SWIMMERS.DURING THE PRE-FLIGHT
BRIEF, THE CREWCHIEF INSTRUCTED THE SWIMMERS TO GROUP TOGETHER
AFTER JUMPINGAND WAIT FOR PICKUP. OUTRIDER 60 JUMPED THE THREE
SWIMMERS AND SETUP FOR THE HOIST RECOVERY. IT WAS THE DECISION
OF THE CREWCHIEF TO HOIST ONE SWIMMER FIRST AND THEN THE OTHER
TWO SWIMMERS TOGETHER.WHILE HOISTING THE FIRST SWIMMER, THE
RESCUE STROP RUBBED UP AGAINST THE SWIMMER'S KNIFE. THIS CAUSED
THE KNIFE TO UNSHEATH ITSELF FROM THE SWIMMER'S HARNESS AND FALL
DOWN TOWARD THE TWO SWIMMERS STILL IN THE WATER. FORTUNATELY THE
KNIFE DID NOT STRIKE THE TWO SWIMMERSIN THE WATER. THE SAR
JUMPS CONTINUED AND THE THREE SWIMMERS WERE QUALIFIED
SUCCESSFULLY.

ANALYSIS: THE RESCUE SWIMMER, IN THIS CASE, HAD NO CONTROL OVER
LOSING THE KNIFE WHILE BEING HOISTED. EXPERIENCE PLAYED NO PART
IN THIS SITUATION. AFTER REVIEWING THIS INCIDENT WITH THE OTHER
RESCUE SWIMMERS FROM THIS COMMAND AND OTHER SAR COMMANDS, IT IS
APPARENT THAT THIS HAS BEEN A CONTINUING PROBLEM THAT SHOULD
HAVE BEEN FORMALLY DOCUMENTED IN PREVIOUS RESCUES AND TRAINING
EVOLUTIONS.IN A CONTROLLED POOL TRAINING ENVIRONMENT, THIS
PROBABLY WOULD NOT POSE A SIGNIFICANT PROBLEM. THE CONTINUED USE
OF THE RESCUE SWIMMERS KNIFE, IN THE CURRENT CONFIGURATION,
THREATENS THE SAFETY OF THE RESCUE SWIMMERS AND THE SURVIVORS.

CONCLUSIONS: LOSS OF THE SWIMMER'S KNIFE DURING HOISTING
EVOLUTIONS WITH OTHER SWIMMERS OR SURVIVORS IN THE WATER COULD
RESULT IN FATAL INJURIES AND HAMPER THE MISSION OF THE NAVAL
RESCUE SWIMMER.

RECOMMENDATIONS: FOR PMRF BARKING SANDS. BRIEF THIS HAZREP TO
ALL HELICOPTER AIRCREW. DONE. FOR ALL ROTARY WING AIRCRAFT
ACTIVITIES: BRIEF THIS HAZREP TO ALL AIRCREW. FOR HC-3
INVESTIGATE ALTERNATIVE LOCATION AND SHEATH MODIFICATION FOR THE
SWIMMERS KNIFE.

97-03 ORIGINATOR: BUPERS 221D, 2210, 404, 407

TOPIC: SPECIFY THE TRAINING REQUIREMENTS FOR SAR CORPSMEN AS
 HELICOPTER CREWMEN.

HISTORY: CONSIDERABLE WORK HAS GONE INTO DEVELOPMENT OF AN
ADVANCED MEDICAL COURSE DIRECTED TOWARD HELO SAR OPERATIONS TO
BE LOCATED AT NAVAL OPERATIONAL MEDICAL INSTITUTE (NOMI),
PENSACOLA, FLORIDA. BUMED, NOMI, AND SARMM'S GOAL IS TO OPEN
THE SCHOOLHOUSE BY OR BEFORE THE END OF FY-2000.

PROPOSED SOLUTION: DEVELOP AND SUBMIT PIPELINE FOR HM-8401'S TO
INCLUDE THIS "C" SCHOOL.

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE DECISION: CONTINUE

CURRENT STATUS: SARMM HAS RESEARCHED AND SUBMITTED A SCHOOL
PACKAGE UP THE CHAIN OF COMMAND FOR ESTABLISHING 8401 SCHOOL AT
NOMI TO INCLUDE CURRICULUM FOR EMT-I LEVEL TRAINING. THIS
SCHOOL IS CURRENTLY INCORPORATED WITH THE HM-8401 AIRCREW AND
PIPELINE TRAINING PROPOSAL. THIS PROPOSAL IS BEING REVIEWED AT
BUMED LEVEL. AN AIRCREW MEETING WAS HELD IN NOVEMBER 2001 WITH
THE SAR HM ADVISORY BOARD TO FOLLOW. WE HAVE SEVERAL HM-8401
ACTION ITEMS, INCLUDING THIS ONE, THAT IS PENDING THE FINAL
OUTCOME OF THE USMC EN-ROUTE CARE PROGRAM. A NEW TRAINING
PIPELINE AND LEVEL OF CARE WILL BE ESTABLISHED.

NEXT COURSE OF ACTION: SARMM INTENTIONS WILL BE TO GET ALL
PERSONNEL WITH THE AIRCREW PROGRAM AND BUMED TOGETHER TO
ESTABLISH THE USE OF SARMEDTECH(8401) IN TODAY'S NAVY/MARINE
CORPS AND DEVELOP THE TRAINING PIPELINE AND SCHOOL.

2002 SAR CONFERENCE RECOMMENDATION: ESTABLISH OFFICIAL AIRCREW
TRAINING PIPELINE (NACCS, SEAR IF REQUIRED, HMT-303 RAPPELL IF
REQUIRED, AND APPROPRIATE FLEET REPLACEMENT SQUADRON.

CURRENT STATUS:

1. PROPOSAL TO BUMED TO ESTABLISH OFFICIAL AIRCREW TRAINING PIPELINE
(NACCS, SEAR IF REQUIRED, HMT-303 RAPPELL IF REQUIRED, AND APPROPRIATE
FLEET REPLACEMENT SQUADRON. BUMED PERS 407 TO PAY FOR TRAINING,
FUNDING WILL NOT BE INPLACE UNTIL (FY 2004) AT BEST, PER BUMED 05 8401
CURRICULUM MANAGER. PERS 404E WILL COVER COST UNTIL BUMED BUDGET
ESTABLISHED. UPON APPROVAL, A GRANDFATHER CLAUSE WILL BE WRITTEN.
2. 8401 MEDICAL TRAINING PENDING THE ESTABLISHMENT OF THE EN-
ROUTE CARE PROGRAM.

NEXT COURSE OF ACTION: MEETING WITH FORCE MASTER CHIEF, BUMED,
IN WASHINGTON D.C. 14-18 MAY TO COVER ALL SUBJECT MATTER AND
RESOLVE ISSUES CONCERNING 8401 UTILIZATION AND TRAINING.

2002 EXECUTIVE COMMITTEE RECOMMENDATION: APPROVED

98-04 ORIGINATOR: COMAFLOTTRAGRU NORFOLK VA

TOPIC: LPU 28/P (SAR-1) MAINTENANCE PROCEDURES

HISTORY: MAINTENANCE FOR THE LPU 28/P WAS COVERED UNDER MIP 5921/024, WHICH WAS INADEQUATE. CURRENT MIP AND MRC'S DO NOT COVER THE LPU 28/P.

PROPOSED SOLUTION: SUBMIT FBR TO NAVSEA FOR DEVELOPEMENT OF MIP'S AND MRC'S FOR REQUIRED PMS ON THE LPU 28/P.

2000 SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDED: SARMM AGGRESIVELY PURSUE NAVSEA FOR AN ANSWER ON THIS ISSUE. ALSO SEND REPRESENTATIVE TO NAVSEA LIFE PRESERVER CONFERENCE 9-10MAY. NAVSEA 070557Z APR 00 REFERS.

2001 SAR ADVISORY BOARD RECOMMENDATION: CLOSE

CURRENT STATUS: THIS AI HAS BEEN RESEARCHED USING NAVSEA (MR. MARCUS HALL) AS THE POINT OF CONTACT FOR ALL DATA OBTAINED. MAINTENANCE REQUIREMENT CARDS WILL NOT BE PRODUCED BECAUSE THE EQUIPMENT IS OWNED BY NAVAIR. NAVSEA'S POSITION IS THAT NAVAIR HAS ADEQUATE PMS COVERAGE AND IT IS CONTAINED IN THE NAVAIR PUB 13-1-6.1-2, CHAPTER 24, AND IS CURRENTLY AVAILABLE THROUGH A WEB SITE OR ON CD-ROM. **SARMM LISTED WEB SITE AND INFORMATION ON HOW TO OBTAIN A CD ON SAR GRAM 01-02.** MR. STEVEN ALBERT FROM NAVSEA CONTACTED SARMM, HE STATED THAT HE HAS REVIEWED THE INFORMATION THAT WAS SENT TO HIM AND RECOMMENDED THAT WE CONTACT A MR. MARK BROWDER OR BOB STEELE (CODE 50) WHO ARE REPS FOR NAVSEA'S CUMBERSOME WORK PRACTICES WORKING GROUPS AND HAVE THEM REVIEW THIS ACTION. SARMM CALLED AND TALKED TO A SENIOR CHIEF SCHNOERING, HE IS AWARE OF THE SITUTAION AND WILL CONTACT MR. ALBERT SO THEY CAN REVIEW THE INFORMATION.

NEXT COURSE OF ACTION:

- LIASON WITH NAVSEA FOR PMS PROCEDURES.
- UPON NAVSEA APPROVED PMS, PUT INFORMATION INTO SARGRAM, TRAINING CD, AND WEB SITE.
- CLOSE UPON FORMAL NAVSEA PMS UPDATE.

2002 SAR CONFERENCE RECOMMENDATION: MAINTAIN LIASON WITH NAVSEA

2002 EXECUTIVE COMMITTEE RECOMMENDATION: APPROVED

98-05 ORIGINATOR: COMAFLOATRAGRU NORFOLK VA

TOPIC: SURFACE SWIMMERS HARNESS (LSC #204)

HISTORY: SURFACE RESCUE SWIMMERS FROM THE FLEET HAVE COMPLAINED THAT CURRENT RESCUE HARNESS DOES NOT FIT PROPERLY (ESPECIALLY DURING HOISTING EVOLUTIONS).

PROPOSED SOLUTION: 1) DEVELOP PROCEDURES FOR A REPAIR FACILITY TO BE ABLE TO CUSTOM FIT HARNESS TO SWIMMER. 2) RESEARCH AND DEVELOP A HARNESS THAT WILL BE ADJUSTABLE TO FIT DIFFERENT SIZED SWIMMERS.

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDED: IF EVALUATION PROVES SUCCESSFUL, HAVE MANUFACTURER MODIFY ITEM TO ADJUSTABLE CONFIGURATION.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR

CURRENT STATUS: SARMM CONTACTED LARRY ARTHUR FROM LIFESAVING SYSTEMS CORP TO DEVELOPE A ONE-SIZE FITS ALL HARNESS FOR BETTER FIT DURING HOISTING. SARMM WILL TEST AND EVALUATE AT ATG, INGLESIDE, TEXAS IN NOV01. COMPLETED A T&E ON 27 NOV 01, THE FOLLOWING WAS NOTED BY SARMM: HARNESS TENDED TO RIDE UP INTO THE ARMPITS OF THE SWIMMER APPLYING PRESSURE TO THE UPPER BACK AND SHOULDERS. IT APPEARS THAT WHEN THE FRICTION ADAPTERS ARE TIGHTEN TO FIT THE SWIMMER'S CHEST AREA THEY LOOSEN DURING THE DEPLOYMENT FROM THE FORECASTLE ALLOWING THE HARNESS TO RIDE UP INTO THE SWIMMERS BACK. SARMM CURRENTLY T&E THE TRI-SAR HARNESS. CURRENTLY SWIMMERS FROM BOTH FTC, SAN DIEGO AND MAYPORT, FL. HAVE TRIED AND APPROVED OF THE HARNESS DUE TO ITS ABILITY TO ADEQUETLY FIT THE SWIMMER AND TAKES THE PRESS OF THE LOWER BACK DURING THE LOWERING AND HOISTING. SARMM CONTACTED LARRY ARTHUR ON 4 APRIL AND DISCUSSED FINDING OF T&E ON ADJUSTABLE HARNESS. SARMM DISCUSSED THE POSSIBILITY OF HAVING VARIOUS SIZES OF THE CURRENT HARNESS MFR. MR ARTHUR STATED THAT IT IS FESIBLE BUT WOULD RAISE THE PRICE OF THE HARNESS AND SHIPS WOULD STILL HAVE TO PURCHASE DIFFERENT SIZES TO ACCOMINDATE DIFFERENT SIZE SWIMMERS. LARRY ARTHUR DISCUSSED THE OPTION OF ADDING LEGS STRAPS TO THE ADJUSTABLE HARNESS TO SEE IF THAT WOULD CORRECT THE PROBLEM WITH THE HARNESS RIDING UP PLUS WOULD KEEP THE COST OF THE HARNESS DOWN. 10 APR.02 AS PER PHONCON BTWN LARRY ARTHUR MODIFICATIONS TO ADJUSTABLE HARNESS COMPLETED, HC-3 WILL RECEIVE HARNESS ON 11 APR. 02. T&E ON TRI-SAR CONDUCTED ONBOARD THE USS HIGGINS ON 10 APR 02. SWIMMER WAS ABLE TO CONDUCT ALL ASPECTS OF SAR. NO KNOWN DIFFICULTS WERE

ENCOUNTERED DURING THE LOWERING OR HOISTING PHASES. DURING DUAL HOISTING SWIMMER WAS ABLE TO CONTROL SURVIVOR AND BOTH WERE ABLE TO CLEAR DECK EDGE.

NEXT COURSE OF ACTION: CONTINUE WITH T&E WITH THE TRI-SAR HARNESS AND THE MODIFIED HARNESS WHEN IT IS RECEIVED BY SARMM. UPON COMPLETION OF T&E RECOMMEND TO NAVSEA AN EQUIPMENT CHANGE IF APPROPRIATE.

2002 SAR CONFERENCE RECOMMENDATION: CLOSE AI. KEEP LSC 204 HARNESS AS PRIMARY RESCUE HARNESS. LSC WILL MAKE SPECIAL ORDERS FOR SURFACE SWIMMERS WITH SPECIAL TORSO CONFIGURATIONS TO ENSURE PROPER FIT.

2002 EXECUTIVE COMMITTEE RECOMMENDATION: CLOSE AI

98-07 ORIGINATOR: COMAFLOATRAGRU NORFOLK VA

TOPIC: RESCUE LITTER/LITTER SLING WEIGHT TEST

HISTORY: CURRENTLY THERE IS NO PMS COVERAGE OR WEIGHT TEST STANDARDS FOR RESCUE LITTER/SLINGS. AI SUBMITTED FOR PMS COVERAGE.

PROPOSED SOLUTION: CONTACT NAVSEA FOR THE DEVELOPMENT OF MIP'S AND MRC'S FOR REQUIRED PMS.

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDED: SARMM AGGRESIVELY PURSUE NAVSEA FOR ANSWER ON THIS ISSUE.

2001 SAR ADVISORY BOARD RECOMMENDATION: CLOSE

CURRENT STATUS: THIS AI HAS BEEN RESEARCHED USING NAVSEA (MR. MARCUS HALL) AS THE POINT OF CONTACT FOR ALL DATA OBTAINED. MAINTENANCE REQUIREMENT CARDS WILL NOT BE PRODUCED DUE TO THE EQUIPMENT BEING OWNED BY NAVAIR. NAVSEA'S POSITION IS THAT NAVAIR HAS ADEQUATE PMS COVERAGE CONTAINED IN NAVAIR PUB 13-1-6.5, CHAPTER 14, PAGE 14-16 THRU 14-18, AND IS CURRENTLY AVAILABLE THROUGH A WEB SITE OR ON A CD-ROM. MR. STEVEN ALBERT FROM NAVSEA CONTACTED SARMM, HE STATED THAT HE HAS REVIEWED THE INFORMATION THAT WAS SENT TO HIM AND RECOMMEDED THAT WE CONTACT MARK BROWDER OR BOB STEELE (CODE 50) WHO ARE REPS FOR NAVSEA'S CUMBERSOME WORK PRACTICES WORKING GROUP AND HAVE THEM REVIEW THIS ACTION. SARMM CALLED AND TALKED TO SENIOR CHIEF SCHNOERING, HE IS AWARE OF THE SITUATION AND WILL CONTACT MR. ALBERT SO THEY CAN REVIEW THE INFORMATION.

NEXT COURSE OF ACTION:

- LIASON WITH NAVSEA FOR PMS PROCEDURES.
- UPON NAVSEA APPROVED PMS, PUT INFORMATION INTO SARGRAM, TRAINING CD, AND WEB SITE.
- CLOSE UPON FORMAL NAVSEA PMS UPDATE.

2002 SAR CONFERNCE RECOMMENDATION: MAINTAIN LIASON WITH NAVSEA

2002 EXECUTIVE COMMITTEE RECOMMENDATION: APPROVED

May 17, 2002

99-01 ORIGINATOR: SARMM

TOPIC: SDU-39/N EMERGENCY STROBE LIGHT

HISTORY: THE SDU-39/N STROBE LIGHT IS NOT COMPATIBLE FOR SAR SWIMMER USE. THE SAR COMMUNITY REQUIRES A STROBE LIGHT WITH AN OMNI DIRECTIONAL BLUE LIGHT WITH ONE-HANDED OPERATION. THE CURRENT SDU-39/N REQUIRES TWO HANDS TO ENGAGE THE BLUE FILTER AND WHEN IN PLACE THE LIGHT IS ONLY VISIBLE FROM ONE DIRECTION.

PROPOSED SOLUTION: MODIFY THE CURRENT SDU-39/N FOR SAR USAGE. (REMOVE THE IR COVER FILTER AND PAINT THE WHITE LENS BLUE)

CURRENT STATUS: THE SDU-5/N EMERGENCY STROBE LIGHT IS BEING REPLACED VIA ATTRITION BY THE SDU-39/N EMERGENCY STROBE LIGHT. SAR SWIMMERS HAVE VOICED A CONCERN THAT THIS LIGHT IS NOT DESIGNED WITH THE RESCUE SWIMMER IN MIND. TWO OBVIOUS CONCERNS ARE:

1. LIGHT REQUIRES TWO HANDS TO OPERATE
2. BLUE LENS IS NOT OMNI-DIRECTIONAL.

THIS IS CURRENTLY AN ALSS/IMP ACTION ITEM NO. 00-011 PRIORITY II.8 THAT IS CURRENTLY BEING FUNDED BY PMA 202 FOR TEST AND EVALUATION. THE SARMM OFFICE IN CONJUNCTION WITH THE PROJECT COORDINATOR LORI BELL PERFORMED THE FLEET EVALUATION OF TWO PROTOTYPE STROBE LIGHTS MANUFACTURED BY ACR ELECTRONICS WITH A BLUE LENS STRICTLY FOR SAR USE. COST AND DISTRIBUTION ESTIMATES FROM THE MANUFACTURE WAS \$62.00 DOLLARS FOR AN INITIAL ORDER OF 1,000 UNITS. (62,000 DOLLARS TOTAL) THE MANUFACTURE WOULD REQUIRE A PURCHASE ORDER TO COVER THE ANTICIPATED TOTALS. IT IS NOT COST EFFECTIVE TO MANUFACTURE SMALL AMOUNT OF LIGHTS. COST WOULD INCREASE DRAMATICALLY TO ACCOMMODATE ASSEMBLY LINE CHANGES. MANUFACTURING OF A SINGLE BLUE LENS COVER FOR THE CURRENT LIGHT WOULD PUT COSTS OUT OF REACH SINCE IT IS A SMALL PURCHASE AMOUNT FOR A LIMITED NUMBER OF PERSONNEL.

APRIL 02: THIS ITEM WAS DISCUSSED AT THE 02 MID YEAR IMP HELD AT NASNI (08-12) THE SDU-39/N EMERGENCY STROBE LIGHT WAS MOVED UP TO PRIORITY II.6 ON THE FUNDING LINE. DUE TO LACK OF POM FUNDING BY SEARCH AND RESCUE MODEL MANAGER TO BUY NEW PROTOTYPE SDU-39 RESCUE LIGHT FROM ACR ELECTRONICS THE SARMM WILL CONTACT THE ITEM MANAGER AND LOBBY FOR A TEMPORAY FIX FOR THE SDU-39/N STROBE LIGHT UNTIL FUNDING IS AVAILABLE.

2002 CNO SEARCH AND RESCUE CONFERENCE: REQUEST TD OR IRAC FROM NAVAIR TO MODIFY CURRENT SDU-39/N FOR USE IN HBU-23/P AND / OR TRI SAR HARNESS.

2002 EXECUTIVE COMMITTEE RECOMMENDATION: APPROVED

29 MAY 2002 STATUS:

NAWC 4.6.3.3 (LORI BELL) WORKING ON IRAC TO NA 13-1-6.5 TO REMOVE OUTER COVER FROM SDU-39/N AND COLOR CLEAR LENS WITH BLUE INDELIBLE INK FOR USE BY SAR SWIMMERS. IRAC EXPECTED WITHIN NEXT 6 WEEKS.

99-03 ORIGINATOR: SARMM

TOPIC: DEVELOP AND AUTHORIZED NAVY SAR RESCUE BASKET

HISTORY: A REPLACEMENT FOR THE CURRENT RESCUE NET WAS IDENTIFIED WHEN IT BECAME APPARENT THAT IT COULD NOT BE USED WITH THE H-60 AIRCRAFT. DEVELOP A RESCUE BASKET; SIMILAR TO COAST GUARD RESCUE BASKET, THAT MEETS THE NEEDS OF ALL US NAVY SAR CAPABLE HELICOPTERS.

PROPOSED SOLUTION: R&D RESCUE BASKET WITH CONTRACTORS THAT IS NOT PLATFORM SPECIFIC, AND MEETS THE NEEDS OF ALL US NAVY SAR CAPABLE HELICOPTERS.

RECOMMENDATION: SARMM CONTINUE R&D ON RESCUE DEVICE. WHEN IDEAL DEVICE IS DEVELOPED AND INCORPORATED AS U.S. NAVY SAR RESCUE OPTIONAL EQUIPMENT, OPEN PURCHASE PROCUREMENT RECOMMENDED.

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION:
CONTINUE.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONTINUE.

CURRENT STATUS: PROJECT FUNDED BY NAVAIR JUN99. SEVERAL DIFFERENT PRODUCTS REVIEWED, AND REJECTED DURING 2000. PROTOTYPE COLLAPSIBLE RESCUE BASKET (PN 495) DEVELOPED BY LIFE SAVING SYSTEMS CORPORATION (LSC) JAN01. NAVAIR FLIGHT CLEARANCE RECEIVED JUL01. H-46 T&E CONDUCTED AUG01, H-1 T&E CONDUCTED SEP01, H-60 T&E CONDUCTED DEC01. FLIGHT CLEARANCE FOR T&E EXPIRED 31 JAN 02, AND NEW CLEARANCE HAS SINCE BEEN REQUESTED (COMNAVAIRPAC 081319Z FEB 02) FOR REMAINING H-3 T&E.

NEXT COURSE OF ACTION: 1) RECEIVE NEW FLIGHT CLEARANCE FROM NAVAIR - INWORK, 2) COMPLETE H-3 T&E, 3) COMPILE DATA AND LIAISON WITH MFGR TO IMPROVE PRODUCT PER T&E RESULTS IF NEEDED, 4) ONCE COMPLETED, DRAFT SAR AND MAINTENANCE PROCEDURES, 5) NAVAIR RELEASE TO FLEET.

2002 CNO SAR CONFERENCE RECOMMENDATION: CONTINUE WITH TEST AND EVALUATION.

2002 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION:
CONTINUE WITH TEST AND EVALUATION.

CURRENT STATUS: RECEIVED FLIGHT CLEARANCE FROM NAVAIR TO COMNAVRESFOR NEW ORLEANS (DTG 021403Z MAY 02). HC-85 CURRENTLY

HAS FLIGHT CLEARANCE TO FINISH TEST AND EVALUATION FOR THE H-3
PLATFORM.

May 17, 2002

99-06 ORIGINATOR HS-7

TOPIC NEW HOLSTER FOR SRU-40/P (HABD)

HISTORY: CURRENT SRU-36/P HEED HOLSTER (ACC-588 PROVIDED AN ALTERNATE METHOD OF MOUNTING THE HEED UTILIZING A HOLSTER-TYPE POUCH ATTACHED TO THE CREWMEMBER'S LEG) DOES NOT ACCOMMODATE THE SRU-40/P HABD.

BACKGROUND: THIS ACTION CHIT AND A HAZREP (DTG 031200Z FEB00) WAS RECEIVED FROM HS-7. REGARDING THE ISSUE OF SAR CREWMEN NOT HAVING IMMEDIATE ACCESS TO EITHER THE SRU-36/P OR THE SRU-40/P. WHEN THEY ARE "DRESSED OUT" FOR SAR. THE HS-7 ALSS BRANCH DEVELOPED A PROPOSED MODIFICATION TO THE LPU-28 LIFE PRESERVER UTILIZING EXISTING MATERIALS AND THE TECHNICAL DIRECTIVE THAT MODIFIED THE SV-2 SURVIVAL VEST FOR CARRIAGE OF THE SRU-40. HS-7 AIRCREWMEN WHO TRIED OUT A MODIFIED SAR-1 IN CONTROLLED CONDITIONS AT THE NAS JACKSONVILLE SWIM TANK PROVIDED VERY FAVORABLE FEEDBACK WITH THIS MODIFICATION. THE SRU-40 HEED CAN BE EASILY TRANSFERRED BETWEEN AN SV-2 SURVIVAL VEST AND A SAR-1 LIFE PRESERVER, ALLOWING THE RESCUE SWIMMER TO RETAIN HIS/HER HEED REGARDLESS OF HOW HE/SHE MAY BE OUTFITTED IN THE AIRCRAFT. DETAILS OF THE PROPOSED MODIFICATION WERE FORWARDED TO NAVAIRSYSCOM (PMA202) FOR THEIR REVIEW AND CONSIDERATION.

PROPOSED SOLUTION: DEVELOP A HABD HOLSTER FOR SAR CREWMEN WHILE DRESSED IN SAR GEAR.

CURRENT STATUS: THE SRU-40/P HOLSTER FOR SAR SWIMMERS IS A CURRENT ALSS/IMP ACTION ITEM NO. 99-018 PRIORITY IA.II AND IS CURRENTLY FUNDED FOR PMA 202 TEST AND EVALUATIONS. THERE ARE NO DETAILED PROCEDURES FOR CARRYING THE HABD FOR SAR CREWMEN WHILE DRESSED IN SAR GEAR. THE SARMM OFFICE IN CONJUNCTION WITH THE PROJECT MANAGER LORI BELL RECEIVED THREE PROTOTYPES HABD HOLSTERS (ONE LOCALLY MANUFACTURED AND TWO FROM AERIAL INC) AERIAL INC WAS TASKED WITH REDESIGNING THERE PROTOTYPE HOLSTER TO ACCOMMODATE BOTH THE LPU-28 AND THE TRI-SAR HARNESS. THIS HOLSTER WILL NOT BE A PERMANENT PART OF THE LPU-28 OR TRISAR HARNESS. THE SEARCH AND RESCUE MODEL MANAGER REVIEWED THE PROTOTYPE HOLSTER AND SUBMITTED A REQUEST FOR A FLIGHT CLEARANCE FOR THE EVALUATION OF THE HOLSTER. THE HOLSTER MANUFACTURED BY AERIAL INC CAN BE EASLIY USED WITH THE LPU-28/P LIFE PRESERVER HOWEVER DUE TO THE DESIGN OF THE TRI-SAR HARNESS ATTACHMENT OF THE HOLSTER IS LIMITED TO ATTACHMENT TO THE CHEST STRAP.

THE SARMM OFFICE IS RE-EXAMINING THE POSITIONING OF THE HABD HOLSTER ON THE TRI-SAR HARNESS. THE CURRENT POSITION MAY CAUSE INJURY TO AIRCREW UPON IMPACT.

DECEMBER 01: THE CONFIGURATION OF THE HABD ON THE TRISAR HARNESS NEEDS TO BE READDRESSSED AT THE MID YEAR IMP. THE CURRENT SUGGESTED LOCATION IS A HAZARD AND COULD CAUSE SEVERE INJURY TO AIRCREWMEMBER IN A MISHAP. THE POSSIBLE NEW LOCATION IS ON THE WAIST BELT.

JANUARY 02: MODIFIED IN-HOUSE TRISAR HARNESS TO ACCOMMODATE HABD. THIS WAS UNSUCCESSFUL DUE TO THE FACT THAT THE CREWMAN WOULD NOT HAVE COMPLETE HEAD MOVEMENT. CURRENT LOCATIONS OF SURVIVAL ITEMS ON TRISAR LEAVE NO ROOM ON FLOATATION VEST FOR HABD. ONLY POSSIBLE LOCATION IS WAIST OR BACK. HABD MUST BE EASILY REMOVED DURING SAR EVOLUTIONS.

APRIL 02: THIS ACTION ITEM WAS DISCUSSED AT THE 02 MID YEAR IMP HELD AT NASNI (08-12 APRIL) TYCOM APPROVAL WAS GIVEN TO THE SEARCH AND RESCUE MODEL MANAGER TO USE THE AERIAL HOLSTER ATTACHED TO THE CHEST STRAP OF THE TRISAR HARNESS. (THIS CONFIGURATION WOULD ALLOW THE HABD TO BE CARRIED IN THE CENTER OF THE CHEST ON THE TRISAR HARNESS). THIS ACTION ITEM WAS MOVED UP ON THE FUNDING LINE TO PRIORITY IA.4

2002 CNO SEARCH AND RESCUE COFERENCE: THE ITEM MANAGER LORI BELL STATED THIS ITEM WAS GIVEN TYCOM APPROVAL TO CARRY THE HABD HOLSTER ON THE TRISAR IN THE CENTER OF THE CHEST.

NEXT COURSE OF ACTION:

1. SUBMIT CLASS II ECP TO INCORPORATE HABD WITH HOLSTER BOTH THE LPU-28 AND TRISAR HARNESS
2. ADD WARNINGS TO BOTH THE NWP 3-50.1 AND NAVAIR 13-1-6.5 MANUALS TO WARN OF POSSIBLE HAZARD

2002 EXECUTIVE COMMITTEE RECOMMENDATIONS: APPROVED

STATUS 29 MAY 2002:

NAWC 4.6.3.3 (LORI BELL) STATED THAT COMMERCIAL VENDOR IS MAKING 500 HOLSTERS INITIALLY. IRAC IN WORK TO NA 13-1-6.5 FOR INCLUSION OF SRU-40/P HABD HOLSTER FOR USE BY READY DUTY SAR SWIMMERS IN HBU-23/P OR TRI SAR HARNESS. EXPECT IRAC AND INITIAL HOLSTERS TO BE READY BY 01 SEP 2002. EACH HELICOPTER COMMAND WITH RESCUE SWIMMERS WILL NEED TO ORDER 1 HOLSTER PER SAR CAPABLE AIRCRAFT AND APPROX 2 SPARES. FUNDED BY EACH

INDIVIDUAL COMMAND AT COST OF \$35.00 EACH. SARMM WILL SUBMIT QH2 CHANGE TO IDENTIFY HADB HOLSTER AS PERSONAL / INDIVIDUAL SAR SWIMMERS EQUIPMENT AND ISSUED THROUGH INITIAL RSS TRAINING ALONG WITH OTHER PERSONAL SAR EQUIPMENT.

00-01 ORIGINATOR NAVAIR PMA 202H

**TOPIC: ESTABLISH FUNDING FOR SAR SPECIFIC EQUIPMENT
 REQUIREMENTS**

HISTORY: HELSUPPRON THREE (CNO SARMM) AND NAVAVNSCOLCOM PENSACOLA (RSS) IS NOT ON THE DISTRIBUTION LIST FOR NEW ALSS EQUIPMENT ENTERING THE FLEET. CURRENTLY, WHEN NEW EQUIPMENT IS DESIGNED, CNO SARMM MUST LOCATE AND BORROW EQUIPMENT FROM FLEET ACTIVITIES TO DEVELOP RESCUE PROCEDURES FOR TRAINING OF NEW STUDENTS ENTERING RSS PENSACOLA, AND FLEET RESCUE SWIMMERS STATIONED AROUND THE WORLD. SUFFICIENT EQUIPMENT WOULD BE NEEDED TO BE AVAILABLE AT MAJOR FLEET LOCATIONS; NAS NORTH ISLAND, NAS JACKSONVILLE; NAS NORFOLK, NAF ATSUGI, MCAS KANEOHE BAY, ANDERSON AFB GUAM.

PROPOSED SOLUTION: ADD HELSUPPRON THREE (CNO SARMM) AND RSS PENSACOLA TO DISTRIBUTION LIST FOR NEW ALSS EQUIPMENT. CNO SARMM WILL DEVELOP NEW PROCEDURES AND USE EQUIPMENT TO TRAIN FLEET PERSONNEL MUCH LIKE FAILSAFE AND NAWSTP, RSS PENSACOLA WOULD TRAIN NEW RESCUE SWIMMERS USING NEW EQUIPMENT AND PROCEDURES DEVELOPED BY CNO SARMM.

CURRENT STATUS: CURRENT PROCESS USES GENERAL CREW SYSTEMS FUNDS FOR SAR SPECIFIC REQUIREMENTS. SARMM OFFICE SUBMITTED AN ALSS/IMP ACTION CHIT INTRODUCTORY EQUIPMENT FOR SARMM NO. 01-018 PRIORITY II.27. THE EXECUTIVE BOARD ACCEPTED THIS CHIT AND SARMM WAS ADDED TO THE ENGINEERING CHANGE PROPOSAL PROCESS AS HC3 CODE 61 SEARCH AND RESCUE MODEL MANGER FOR ALL ALSS CHANGE CONTROL BOARD (CCB) ITEMS.

APRIL 02: THIS ITEMS WAS DISCUSSED AT THE 02 MID YEAR IMP THAT WAS HELD AT NASNI (08-12 APRIL) THE EXECUTIVE BOARD VOTED TO CLOSE THIS ITEM AND HAVE THE SARMM DEVELOP A MISSION NEED STATEMENT FOR FUNDING THE SAR PROGRAM.

NEXT COURSE OF ACTION:

1. SARMM SHALL ESTABLISH A MISSION NEED STATEMENT FOR SAR PROGRAM IN ORDER TO GET SPECIFIC FUNDING FOR THE CNO SAR REQUIREMENTS OFFICER IN OPNAV (N780E).
2. LOOK AT AN OPERATING BUDGET OF ABOUT 40-50 MILLION DOLLARS. SCHEDULE A MEETING WITH PMA 202 RESOURCE SPONSOR FOR CLOTHING TO DISCUSS THE FOLLOWING LISTED ITEMS.

MISSION STATEMENT (MNS)
OPERATIONAL REQUIREMENTS DOCUMENT (ORD)
MEMORANDUM OF UNDERSTANDING (MOU)
OUT OF YEAR SOURCE REQUIREMENTS
BUDGET OUT ALL SAR EQUIPMENT ITEMS WITH 10% SPARES FOR
INCORPORATION TO THE CONFIGURATION TABLES OF THE 35-QH-2.
USE THE SARMM ACTION CHIT AS A REFERENCE.

00-04 ORIGINATOR: CNAP SAR EVALUATOR

TOPIC: HANDS FREE SAFETY BELAY IN AIRCRAFT

HISTORY: NO APPROVED PROCEDURE EXISTED TO ALLOW FOR HANDS FREE SAFETY BELAY IN-FLIGHT. PROCEDURE CONSIDERED ESSENTIAL FOR SINGLE CREWCHIEF OPS WHEN A HIRA/SMT IS ON A SHORTHAIL EVOLUTION.

PROPOSED SOLUTION: RESEARCH AND DEVELOP KNOT AND PROCEDURES, IMPLEMENT INTO NWP 3-50.1 UPON SUCCESSFUL COMPLETION.

CURRENT STATUS: RESEARCH WAS CONDUCTED USING A VERSION OF THE TREE EXTRICATION KNOT IN CONJUNCTION WITH SAFETY BELAY PROCEDURES. RAPPEL TOWER AND IN-FLIGHT TESTS WERE CONDUCTED JAN 01 WITH FAVORABLE RESULTS. NWP 3-50.1 CHANGE SUBMITTED APR 01.

RECOMMENDATION: CLOSE UPON INCORPORATION INTO NWP 3-50.1.

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION: ACCEPTED FOR ACTION.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR.

NEXT COURSE OF ACTION: CLOSE UPON INCORPORATION INTO THE NWP 3-50.1.

2002 CNO SAR CONFERENCE RECOMMENDATION: REMAIN OPEN WITH MONITOR STATUS UNTIL INCORPORATION INTO NWP 3-50.1 SERIES.

2002 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION: CONCUR

00-05 ORIGINATOR: MCAS YUMA

TOPIC: CERVICAL COLLARS

HISTORY: OPEN PURCHASE OF CERVICAL COLLARS SHOULD BE LISTED AS AN OPTION IN THE PURCHASE OF CERVICAL COLLARS.

PROPOSED SOLUTIONS: TO ESTABLISH USES AND EXCEPTANCE AS AN OPTIONAL PIECE OF MEDICAL EQUIPMENT.

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE DECISION: CONCUR

CURRENT STATUS: SARMM RESEARCHED THE OPEN PURCHASE OF CERVICAL COLLARS SEP01. SARMM RESEARCH UTILIZATION OF NEW ADJUSTABLE CERVICAL COLLARS TO REPLACE THE MULTIPLE COLLAR SIZES CURRENTLY USED IN LEVEL "A" AND "B" MEDICAL KITS SEP01. AMBU CERVICAL COLLARS (NSN 6515-01-452-4435) ARE NOW AUTHORIZED BY SARMM (SARGRAM 00-04) TO BE OPEN PURCHASED AND USED AS AN OPTIONAL PIECE OF MEDICAL EQUIPMENT. COMMANDS WILL BE REQUIRED TO HAVE WHAT'S CURRENTLY IN THE NWP 3-50.1 OR TWO ADJUSTABLE AND ONE INFANT CERVICAL COLLAR.

NEXT COURSE OF ACTION: CLOSE UPON INCORPORATION INTO NWP 3-50.1.

2002 SAR CONFERENCE RECOMMENDATION: CLOSE UPON INCORPORATION INTO 3-50.1

00-06 ORIGINATOR: MCAS YUMA

TOPIC: BIOLOGICAL PROTECTIVE GLOVES

HISTORY: CURRENT EQUIPMENT REQUIREMENTS MANDATE ONLY ONE PAIR OF BIOLOGICAL PROTECTIVE GLOVES (SURGEONS GLOVES). ONE PAIR OF GLOVES IS INADEQUATE TO PREVENT THE TRANSMISSION OF DISEASE IN AN EMERGENCY SITUATION. RECOMMEND THAT REQUIREMENTS BE CHANGED TO REQUIRE A MINIMUM OF THREE PAIRS OF BIOLOGICAL PROTECTIVE GLOVES BE ADDED TO EACH OF THE MEDICAL KIT INVENTORIES.

PROPOSED SOLUTION: INCREASE MINIMUM AMOUNT OF GLOVES CARRIED IN "A" AND "B" MEDICAL KITS.

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE DECISION: CONCUR

CURRENT STATUS: SARMM RESEARCHED THE INCREASE IN THE NUMBER OF PROTECTIVE GLOVES FOR ENTIRE CREW SEP01. SARMM CHANGED THE GLOVE TYPE REQUIRED TO INCLUDE THE P-2 GLOVE AS OPTIONAL EQUIPMENT SEP01.

NEXT COURSE OF ACTION: CLOSE UPON INCORPORATION INTO NWP 3-50.1

2002 SAR CONFERENCE RECOMMENDATION: CLOSE UPON INCORPORATION INTO NWP 3-50.1

00-07 ORIGINATOR: SARMM

TOPIC: INLAND O2 (CAGED) CADDY

HISTORY: INLAND O2 (CAGED CADDY) IS NO LONGER MANUFACTURED. AN
ACCEPTABLE REPLACEMENT IS REQUESTED.

PROPOSED SOLUTION: RESEARCH NEW MANUFACTURER OF O2 CADDY

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE DECISION: CONCUR

CURRENT STATUS: SARMM R&D AN ACCEPTABLE REPLACEMENT IN APR00.
MCAS YUMA CONDUCTED T&E ON IRONDUCK MODEL AS A POSSIBLE
REPLACEMENT PRODUCT IN OCT00. IN SEP01 IRONDUCK CORPORATION'S
MODEL (PART #36019) WAS APPROVED BY SARMM AS A SUITABLE OPEN-
PURCHASE REPLACEMENT.

NEXT COURSE OF ACTION: CLOSE UPON INCORPORATION INTO NWP 3-50.1

2002 SAR CONFERENCE RECOMMENDATION: CLOSE UPON INCORPORATION
INTO NWP 3-50.1

00-08 ORIGINATOR: CNAL EVALUATORS

**TOPIC: DEVELOP COMPUTERIZED SAR REPORT/MEDICAL RESCUE
REPORT/EVACUATION REPORT**

HISTORY: REPORTS CURRENTLY COMPLETED ON PAPER FORM.

PROPOSED SOLUTION: DEVELOP ELECTRONIC FORMS FOR SAR REPORTS

CURRENT STATUS: ELECTRONIC FORMS DEVELOPED AND PUBLISHED ON SARMM WEBSITE(WWW.NAVY.MIL/HOMEPAGES/HC3/SARMM) AS DOWNLOADABLE FILES. SAR FORM 3-50.1/1 PLACED ON SARMM TRAINING CDROM VERSION 2 MAY01. SAR FORM 3-50.1/A WILL BE PLACED ON SARMM TRAINING CDROM VERSION 3 DEC01. IAW NAVMEDCEN 5211.3, MANMED 5211.5, SECTION 5 USSC, AND SECNAV 5720.4, DUE TO PRIVACY ACT CONCERNS, MEDICAL RESCUE REPORT(SAR FORM 3-50.1A) **WILL NOT** BE TRANSMITTED VIA ANY ELECTRONIC MEANS(I.E. EMAIL, FACSIMILE, OR NAVAL MESSAGE). MEDICAL RESCUE REPORTS **WILL BE** SUBMITTED TO SARMM VIA OFFICIAL MAIL SERVICE. SURFACE UNIT SAR REPORT SUBMITTING CRITERIA ELIMINATED AS PER SEP00 FLEET REVIEW BOARD(FRB), SURFACE RESCUE REPORTS WILL BE SUBMITTED TO SARMM VIA UNIT SITREP. CHANGES TO OPNAVINST 3130.6 AND NWP 3-50.1 SUBMITTED OCT01.

RECOMMENDATION: CLOSE UPON INCORPORATION INTO OPNAVINST 3130.6 AND NWP 3-50.1.

NEXT COURSE OF ACTION: CLOSE UPON INCORPORATION INTO OPNAVINST 3130.6 AND NWP 3-50.1.

2002 CNO SAR CONFERENCE RECOMMENDATION: SUBMITT STERILE MEDICAL REPORT TO SARMM ELECTRONICALLY WITH RESCUE REPORT, SARMM USES DEMOGRAPHICAL DATA FOR TRACKING PURPOSES ONLY. CLOSE UPON INCORPORATION INTO OPNAVINST 3130.6 AND NWP 3-50.1.

00-09 ORIGINATOR: SARMM

TOPIC: H-3 HOIST STANCHION RAPPEL/BELAY RIGGING VICE HOIST HOOK

HISTORY: USE OF RESCUE HOIST HOOK AS ATTACHMENT POINT FOR RAPPEL/BELAY RIG, PRECLUDED THE USE OF HOIST FOR IN-FLIGHT RECOVERY OF RESCUER/SURVIVOR.

PROPOSED SOLUTION: DEVELOP PROCEDURES FOR RAPPEL/ BELAY RIGGING THAT WOULD ALLOW FOR USE OF RESCUE HOIST IN-FLIGHT.

CURRENT STATUS: PROCEDURES CO-DEVELOPED BY NAS WHIDBEY ISLAND SAR AND NAS PATUXENT RIVER SAR. PROCEDURES SUBMITTED TO H-3 CLASS DESK AND H-3 PROGRAM MANAGER MCAS CHERRY PT NC APR01. DUE TO PERSONNEL TURNOVER AT H-3 CLASS DESK, THE ORGINAL SUBMISSION OF THIS ACTION ITEM (APR 01) HAS NOT BEEN ACTED ON, AS OF THIS DATE (APR 02).

RECOMMENDATION: DRAFT FLIGHT CLEARANCE TO NAVAIR VIA CNAP TO EVALUATE H-3 STANCHION RAPPEL/BELAY RIGGING.

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION: ACCEPTED FOR ACTION.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONTINUE TRACKING.

NEXT COURSE OF ACTION: FOLLOW UP ON THE RELEASE OF FLIGHT CLEARANCE WITH NAVAIR FOR THE H-3. NAS WHIDBEY ISLAND AND NAS PATUXENT RIVER ARE THE COMMANDS IDENTIFIED WITH THIS TEST AND EVALUATION.

2002 CNO SAR CONFERENCE RECOMMENDATION: REMAIN OPEN

2002 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION: REMAIN OPEN

00-11 ORIGINATOR: NAS FALLON

TOPIC: DEVELOP FORMAL MOUNTAIN FLYING SCHOOL/COURSE

HISTORY: SPECIALIZED TRAINING IS REQUIRED AND PROVIDED FOR MANY COMMUNITIES (STRIKE, ATTACK, CSAR). MOUNTAIN FLYING IS COMPLETELY FOREIGN TO MOST NAVY HELO PILOTS. THERE ARE TECHNIQUES AND CONSIDERATIONS FOR WINDS, LZ'S, AND WEATHER THAT SHOULD BE TAUGHT IN A STRUCTURED, STANDARDIZED ENVIRONMENT

PROPOSED SOLUTION: RESEARCH METHODS FOR PILOTS ASSIGNED TO FLY AT MOUNTAIN SAR STATIONS TO RECEIVE FORMAL TRAINING IN MOUNTAIN FLYING TECHNIQUES

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION:
ACCEPTED FOR ACTION

STATUS: NAVSAFCEN CONTACTED FOR USN/USMC INLAND MISHAP DATA JUL01. SARMM OBTAINED DATA ON TWO EXISTING COURSES TAUGHT BY THE ROYAL CANADIAN AIR FORCE(RCAF) AND THE U.S. ARMY(USA). PILOTS CAN OBTAIN TRAINING BY EITHER;

- ATTEND USA OR RCAF COURSE DURING PCS.
- BRING USA MOBILE TRAINING TEAM TO UNIT LOCATION.
- SEND AIRCRAFT AND CREW TO USA TRAINING SITE.

RECOMMENDATION: CLOSE. PASS MISHAP DATA INFORMATION TO BUPERS AND CNET FOR REVIEW OF INCLUSION INTO TRAINING PIPELINES STATION SAR UNITS.

2001 SAR ADVISORY BOARD RECOMMENDATION: CLOSE

00-12 ORIGINATOR: VMR-1

TOPIC: PROTECTIVE ITEMS (MASK, GLOVE, ETC) FOR PERSONNEL INVOLVED WITH RECOVERY/RESCUE OF VICTIMS OF COMPOSITE AIRCRAFT ACCIDENTS AND TRAIN ACCORDINGLY

HISTORY: NO TRAINING OR EQUIPMENT IS CURRENTLY SUPPLIED OR MANDATED FOR RESCUE/RECOVERY OPERATIONS IN A COMPOSITE FIBER BREAKAGE/BURN ACCIDENT.

PROPOSED SOLUTION: DEVELOP PROCEDURES AND TRAINING FOR INCLUSION INTO SAR MANUAL AND TRAINING PROGRAM.

CURRENT STATUS: SUBJECT RESEARCHED USING THE AVIATION SAFETY OFFICER (ASO) COURSE AND NA 00-80R-14 NAVAL FIREFIGHTER AND CRASH/SALVAGE/RESCUE MANUAL. EACH AVIATION UNIT HAS THE FOLLOWING IN PLACE; HAZMAT PROGRAM, EMERGENCY RECLAMATION PROGRAM, RESPIRATORY PROGRAM. ALL TRAINING AND EQUIPMENT THAT WOULD BE REQUIRED FOR RESCUE CREWMAN TO OPERATE IN AN ENVIRONMENT CONTAMINATED WITH COMPOSITE FIBERS IS COVERED OR PROVIDED BY THESE PROGRAMS. UNITS CAN INCLUDE EXISTING MAINTENANCE TRAINING PROGRAMS INTO THEIR RESPECTIVE AIRCREW TRAINING PROGRAMS IN ORDER TO PROVIDE FOR THIS POSSIBLE THREAT ENVIRONMENT. TRAINING LECTURE ADDED TO SARMM SAR TRAINING CD, TITLED "RESCUE PERSONNEL OCCUPATIONAL HAZARDS". CHANGES SUBMITTED TO NWP 3-50.1 FEB01.

RECOMMENDATION: UNITS MAY BUILD A CRASH KIT (SIMILAIR TO EXISTING EMERGENCY RECLAMATION KIT) TO LOAD ON AIRCRAFT WHEN RESPONDING TO A CRASH SITE WHERE THERE IS THE POSSIBILITY OF COMPOSITE FIBER CONTAMINATION. CLOSE UPON INCORPORATION OF CHANGES INTO NWP 3-50.1.

2000 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION: ACCEPTED FOR ACTION.

2001 SAR ADVISORY BOARD RECOMMENDATION: CLOSE UPON INCORPORATION.

NEXT COURSE OF ACTION: DEVELOPED CHANGE TO NWP 3-50.1. CLOSE UPON INCORPORATION.

2002 CNO SAR CONFERENCE RECOMMENDATION: REMAIN OPEN WITH MONITOR STATUS.

2002 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION:
REMAIN OPEN WITH MONITOR STATUS UNTIL INCORPORATION INTO NWP 3-
50.1 SERIES.

00-13 ORIGINATOR: MCAS CHERRY POINT

TOPIC: SAR AIRCREW PROCEDURES FOR RESPONDING TO COMPOSITE FIBER AIRCRAFT MISHAPS

HISTORY: THE INTRODUCTION OF NEW COMPOSITE FIBER AIRCRAFT INTO SERVICE PRESENTS NEW HAZARDS IN AIRCRAFT MISHAPS. THESE COMPOSITE FIBER HAZARDS REQUIRE THE DEVELOPMENT OF EDUCATION, TRAINING, PROCEDURES, AND POLICIES REGARDING SAR RESPONSE FOR COMPOSITE FIBER AVIATION MISHAPS. A PROGRAM NEEDS TO BE INTRODUCED TO PROTECT RESPONDING AIRCREWS.

PROPOSED SOLUTION: RESEARCH AND DEVELOP PROCEDURES THAT WOULD ADDRESS PRECAUTIONS TO BE TAKEN BY RESCUE PERSONNEL WHEN RESPONDING TO A RESCUE SCENE CONTAMINATED BY COMPOSITE FIBERS.

CURRENT STATUS: EXISTING NAMP & NAVOSH PROGRAMS CONTAINS DETAILED INFORMATION AND GUIDELINES FOR THE TRAINING OF PERSONNEL. UNITS CAN TAILOR AIRCREW TRAINING TO INCORPORATE RESPIRATORY PROTECTION AND HAZMAT HANDLING MATERIALS. SARMM SAR TRAINING CDROM CONTAINS LECTURES ON COMPFIBER RESCUE SCENE ENVIRONMENT.

RECOMMENDATION: INCORPORATE SECTION IN NWP 3-50.1 THAT ADDRESSES COMPFIBER RESCUE SCENE ENVIRONMENT AND SPECIFIC HAZARDS.

Accepted.

2001 SAR ADVISORY BOARD RECOMMENDATION: RECOMMEND CLOSURE

NEXT COURSE OF ACTION: DEVELOPED CHANGES TO NWP 3-50.1 AND FORWARDING DEVELOPED CHANGES TO THE SAR TRAINING CD-ROM (VICTORY) FOR INCORPORATION FOR VERSION 4.0. CLOSE ACTION ITEM UPON INCORPORATION.

2002 CNO SAR CONFERENCE RECOMMENDATION: REMAIN OPEN WITH MONITOR STATUS.

2002 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION: REMAIN OPEN WITH MONITOR STATUS UNTIL INCORPORATION INTO NWP 3-50.1 SERIES.

May 17, 2002

01-01 ORIGINATOR SARMM

TOPIC: SAR DEPLOYMENT PROCEDURES FOR MULTI-PLACE LIFE RAFTS

HISTORY: AN OPEN SEA SAR INCIDENT IN AUG 01 (HC-11 DET 7 AND USS BOXER) REVEALED THAT PROCEDURES FOR DEPLOYING AND ACTIVATING THE NEW MPLR RAFTS WERE NOT UNDERSTOOD BY THE AIRCREW. THIS RESULTED IN SIGNIFICANT PROBLEMS FOR BOTH THE SAR CREW AND VICTIMS. THERE ARE NO PROCEDURES IN NWP 3-50.1 OR NATOPS MANUALS FOR DEPLOYMENT OF LIFE RAFTS TO SURVIVORS IN A SAR SITUATION.

IN APRIL 2000, NEW VACUUM PACKAGED MULTI-PLACE LIFE RAFTS (MPLR) WERE INTRODUCED TO THE FLEET AS REPLACEMENTS FOR NAVY LIFE RAFTS DEVELOPED IN THE 1950'S. THE OLD-STYLE RAFTS WERE DESIGNATED LRU-13, -14, AND -15, AND ARE BEING REPLACED BY THE LRU- 30, - 31, AND -32 MPLR'S, RESPECTIVELY. MPLR RAFTS OFFER IMPROVED SURVIVABILITY AND SIGNIFICANTLY REDUCED MAINTENANCE COMPARED TO THE RAFTS THEY ARE REPLACING. INTRODUCTION IS CURRENTLY BEING ACCOMPLISHED ON AN ATTRITION BASIS.

PROPOSED SOLUTION: DEVELOP DEPLOYMENT PROCEDURES FOR 3-50 SAR MANUAL AND CHANGES TO CURRENT LIFE RAFT CONFIGURATION SO RAFTS MAY BE DEPLOYED AND INFLATED UPON LANDING IN WATER WITHOUT ACTIVATION BY SURVIVORS. PROCEDURES SHOULD COVER DEPLOYMENT OF ALL TYPES RAFTS USED IN SAR CAPABLE HELICOPTERS.

CURRENT STATUS:

MARCH 02 CONTACTED MR. MARK MERGARD FROM NAWC PAX RIVER AND ARRANGED THE SHIPMENT OF (2) MPLR LIFE RAFTS FOR FLEET TEST AND EVALUATION BY SEARCH AND RESCUE MODEL STAFF FOR DEVELOPMENT OF DEPLOYMENT PROCEDURES. MR. MARK MERGARD AND AN AIR CRUSERS REPRESENTATIVE CONDUCTED A FORMAL OFFICE VIST PRESENTATION TO THE SEARCH AND RESCUE MODEL MANAGERS STAFF ON DESIGN CHARACTERISTICS TO BE CONSIDERED IN DEVELOPING DEPLOYMENT PROCEDURES.

NEXT COURSE OF ACTION:

1. SARMM SHALL DEVELOP DEPLOYMENT PROCEDURES FOR THE MPLR TAKING THE FOLLOWING ITEMS INTO CONSIDERATION.

A. LRU-31 (MPLR) WEIGHTS APPROXIAMETLY 65 LBS. THE PULL FORCE REQUIRED TO INFLATE THE MPLR IS 35 LBS. DEPLOYMET OF THE MPLR TENDS TO BE MORE DIFFICULT IN THE WATER DUE TO SEA THE SEA STATE AND THE LIFE RAFT TENDS TO FLOAT AWAY DURING THE INFLATION PROCESS.

B. DEVELOP STRICT DEPLOYMENT ATTACHMENT/RETAINING PROCEDURES FOR THE CREWMEN DEPLOYING THE MPLR.

C. DEVELOP STRICT DEPLOYMENT ALTITUDE FOR DEPLOYMENT OF LIFE RAFT.

D. DEVELOP PROCEDURES FOR CABIN (SHORT PULL) DEPLOYMENT PROCEDURES. (POSSIBLE ADDITION OF A RED COLOR CODED "D" RING).

E. THE CURRENT INFLATION LAYARD IS BETWEEN (17-20) FEET LONG AND IS CONNECTED TO THE LIFE RAFT IN THE FORM OF A TEAR AWAY PATCH THAT IS DESIGNED TO TEAR AWAY IF THE MPLR IS ATTACHED TO THE HELICOPTER IN CASES WHERE THE AIRCRAFT IS SINKING. THIS LAYARD HAS TENSILE STRENGTH OF 1000 LBS AND HAS BEEN TESTED BY THE MANUFACTURE TO BREAK AT AROUND 750 LBS.

F. DEVELOP AND ADD INFLATION PLACARDS TO INCLUDE PICTURES TO BE PLACED ON THE OUTSIDE COVER OF THE MPLR TO BE USED BY SURVIVOR TO INFLATE THE MPLR

APRIL02: HC-3 SEARCH AND RESCUE MODEL MANAGER SCHEDULED A FLEET TEST AND EVALUATION FOR THE MPLR DEPLOYMENT PROCEDURES REVIEW. THIS EVENT WAS CANCELLED DUE TO PROBLEMS ENCOUNTERED WITH THE HC-3 SAR SCHOOL RESCUE BOAT. TENTATIVE SCHEDULE TO RESUME TEST AND EVALUATION IS 8 MAY 2002. THIS ITEM WAS ADDED TO THE IMP ACTION ITEMS IMP ACTION CHIT 02-003 PRIORITY IA.2

2002 CNO SEARCH AND RESCUE CONFERENCE RECOMMENDATION: THIS ITEM WAS DISCUSSED. THE SARMM WILL CONTINUE TO PERFORM TEST AND EVALUATION OF THE MPLR TO DEVELOP DEPLOYMENT PROCEDURES.

8 MAY 2002 TEST AND EVALUATION OF THE MPLR WAS CANCELLED DUE TO NON-AVAILABILITY OF A RESCUE BOAT. TEST AND EVALUATION WILL BE RESCHEDULED TIME AND PLACE TBD.

01-02 ORIGINATOR: VMR-1

TOPIC: SHORTEN TRAIL LINE

HISTORY: TRAIL LINE IS TOO LONG (120 FT) AND SAFETY HAZARD TO SWIMMER AND SURVIVOR WHEN OPERATING IN SHALLOW WATER AREA'S

PROPOSED SOLUTION: AUTHORIZE A SHORT TRAIL LINE FOR USE IN SHALLOW WATER AREA'S OR TRAINING SITUATIONS WHERE HOVER WILL BE LESS THAN 100 FT.

CURRENT STATUS: RESEARCHED AND HELD MEETING WITHIN CNO SAR MODEL MANAGER AND CNAP SAR EVALUATORS ON THIS ACTION ITEM. THIS IS A LOCAL TRAINING ISSUE. NOT APPLICABLE FOR INCORPORATION OF THE NWP 3-50.1 (REV A). AS WRITTEN THIS WOULD ENTAIL A FORMAL CHANGE IN PROCEDURES AND EQUIPMENT FLEETWIDE, AND THIS WOULD NOT BE APPLICABLE/PRACTICAL TO ALL FLEET-WIDE SAR.

RECOMMENDATION: CLOSE ACTION ITEM AS WRITTEN ABOVE.

2001 SAR ADVISORY BOARD RECOMMENDATION: ACCEPTED AS ACTION ITEM.

2002 SAR CONFERENCE RECOMMENDATION: REMAIN OPEN.

2002 CNO SAR CONFERENCE EXECUTIVE COMMITTEE RECOMMENDATION:
REMAIN OPEN

NEXT COURSE OF ACTION: COORDINATE WITH LSC TO MAKE A 70 FT TRAIL LINE.

CURRENT STATUS: CONTACTED LSC (09 MAY 02) THEY ARE SENDING OUT A 70 FT TRAIL LINE TO SARMM FOR VMR-1 TO TEST AND EVALUATE.

01-04 ORIGINATOR: CNAP SAR EVALUATOR / RSS PENSACOLA

TOPIC: RESCUE SWIMMER BREAST INSIGNIA

HISTORY: THIS ACTION ITEM HAS BEEN INITIATED SEVERAL TIMES OVER THE PAST FEW YEARS, HOWEVER, EACH TIME IT HAS BEEN SHUT DOWN AT SOME POINT OF THE PROCESS. USN/USMC RESCUE SWIMMERS PERFORM AN EXTREMELY HAZARDOUS AND UNIQUE MISSION. IN KEEPING WITH OTHER UNIQUE NAVAL/MARINE CORPS MISSIONS I.E. SWIC/FMF ECT... USN/MARINE CORPS RESCUE SWIMMERS ARE MOST DESERVING OF A SPECIALTY DEVICE/INSIGNIA.

PROPOSED SOLUTION: DESIGN, IMPLEMENT, ALLOCATE FUNDING FOR, AND A MEANS FOR DISTRIBUTION FOR A U.S. NAVY/MARINE CORPS RESCUE SWIMMER DEVICE/INSIGNIA (ONE INSIGNIA TO COVER SURFACE/ AVIATION, NAVY AND MARINE CORPS) .

STATUS: CANVASSING FLEET FOR INPUTS/RECOMMENDATIONS ON THE DESIGN OF THE INSIGNIA/DEVICE. RESEARCHING MOST APPROPRIATE WAY TO PROPOSE ALLOCATION OF FUNDS FOR, AND A DISTRIBUTION PLAN FOR INSIGNIA/DEVICE.

RECOMMENDATION: ONCE COMPLETE, SUBMIT A COMPREHENSIVE PACKAGE TO SEARCH AND RESCUE MODEL MANAGER FOR REVIEW AND COMMENTS. SUBMIT FINAL PACKAGE AT NEXT CNO SEARCH AND RESCUE CONFERENCE FOR APPROVAL AND IMPLEMENTATION OF ACTION ITEM.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR

2002 CNO SAR CONFERENCE EXECUTIVE COMMITTEE:

- A DESIGN WAS VOTED ON AND ACCEPTED BY THE EXECUTIVE COMMITTEE.
- SEE PROPOSED BREAST INSIGNIA BELOW

(UPDATED 09 May 2002)

NEXT COURSE OF ACTION:

DRAFT PROPOSAL TO RUN UP THE CHAIN OF COMMAND (NAVAL UNIFORM CHANGE BOARD). THIS WILL BE DONE IN LIAISON WITH THE SENIOR ENLISTED MARINE CORPS AIRCREWMEN.



UPDATED: 01 MAY 2002

01-05 ORIGINATOR: CNAP SAR EVALUATOR

TOPIC: RESCUE SWIMMER REFRESHER PT IN TEST

HISTORY: THE REASON THERE IS A "NO GEAR" SWIM IN THE RESCUE SWIMMER REFRESHER COURSE "IN TEST" IS THAT WHEN THE COURSE WAS ORIGINALLY SET UP, THE "IN TEST" WAS COPIED FROM THE CATEGORY 1 (INITIAL RESCUE SWIMMER COURSE) "IN TEST". INITIAL RESCUE SWIMMER COURSE STUDENTS HAVE NOT HAD MASK AND SNORKEL INDOCTRINATION YET SO THEIR PROSPECTIVE "IN TEST" MUST BE WITH NO GEAR. REFRESHER SAR SWIMMER STUDENTS HAVE SUCCESSFULLY BEEN A RESCUE SWIMMER IN THE PAST AND HAVE PROVEN THEY CAN PROPERLY UTILIZE A MASK AND SNORKEL. THEREFORE IN KEEPING WITH THE "FIGHT LIKE YOU TRAIN AND TRAIN LIKE YOU FIGHT" AND "REAL TIME TRAINING" SPIRIT, THE REFRESHER SAR SWIMMER STUDENT "IN TEST" SWIM SHOULD BE A TIMED SWIM WITH MINIMUM SAR GEAR IAW THE NWP 3-50.1 (SERIES) MANUAL.

PROPOSED SOLUTION: REPLACE "NO GEAR" SWIM WITH A "MINIMUM GEAR SWIM" FOR THE SAR SWIMMER REFRESHER COURSE.

2001 SAR ADVISORY BOARD RECOMMENDATION: ACCEPTED AS ACTION ITEM

CURRENT STATUS: CONTACTED RESCUE SWIMMER SCHOOL CURRICULUM MODEL MANAGER (AWC PARSONS) ON 17 APRIL 2002 ABOUT CHANGING SWIM REQUIREMENTS. AWC PARSONS STATED THAT RSS CURRICULUM MODEL MANAGER IS CHANGING THE SWIM TO A 400 METER MINIMUM GEAR SWIM.

2002 CNO SAR CONFERENCE EXECUTIVE COMMITTEE: CONCUR

NEXT COURSE OF ACTION: NONE REQUIRED. MONITOR ONLY UNTIL RESCUE SWIMMER SCHOOL CURRICULUM MODEL MANAGER CHANGES THEIR COURSE CURRICULUM, THEN CLOSE.

01-06 ORIGINATOR: CNAP SAR EVALUATOR

TOPIC: HDAP/SDAP FOR ALL HIRA

HISTORY: THERE ARE CURRENTLY RESCUE PERSONNEL PERFORMING THE EXTREMELY HAZARDOUS AND DANGEROUS HELICOPTER INLAND REPPPEL AIRCREWMEN (HIRA) MISSION, WHO ARE NOT RECEIVING ANY TYPE OF SDAP OR HDAP COMPENSATION. THIS MISSION ARE THE MOST DANGEROUS MISSION PERFORMED BY NAVAL/MARINE CORPS RESCUE PERSONNEL. IT REQUIRES AN INORDINATE AMOUNT OF TRAINING AND PROFICIENCY. ALL RESCUE CREWMEN PUT THEMSELVES IN HARMS WAY EACH AND EVERY TIME THEY EITHER TRAIN FOR, OR ACTUALLY PERFORM THIS MISSION. ANY RESCUE PERSONNEL IN THE NAVY/MARINE CORPS PERFORMING THIS MISSION DEFINETLY DESERVE HDAP/HDAP.

PROPOSED SOLUTION:

- ASSIGN NEC 82xx TO ALL HIRA AIRCREWMAN.
- RECOMMEND ALL PERSONNEL ASSIGNED TO, AND WHO ARE ACTUALLY PERFORMING THE HIRA MISSION, WITH NEW NEC AND ARE NOT CURRENTLY RECEIVING SOME TYPE OF SDAP/HDAP COMPENSATION, RECEIVE SDAP OR SDAP COMMISERATE WITH MISSION RISK.

2001 SAR ADVISARY COMMITTEE: CONCUR

CURRENT STATUS: SARMM RESEARCHED PROCEDURES FOR SUBMISION OF REQUEST. CNO APPROVED HIRA COMMANDS THAT HAVE DESIGNATED HIRA AIRCREWMAN MEET ALL THE REQUIREMENTS OF SDAP IN ACCORDANCE WITH OPNAVINST 1160 SERIES.

NEXT COURSE OF ACTION: CNO SARMM CONTINUE TO MONITOR APPROVED PACKAGE FOR IMPLEMENTATION INTO THE SDAP PROGRAM. UPON IMPLEMENTATION CLOSE THIS ACTION ITEM.

2002 CNO SAR CONFERENCE RECOMMENDATION:

01-07 ORIGINATOR: ATG INGLESIDE SAR EVALUATOR

TOPIC: INCRP FORCASTLE & BOAT CREWS INTO SAR EVALUATION

HISTORY: THE OPNAVINST 3130.6B AND THE 6C HAVE DIRECTED RESPONSIBILITY FOR THE TYCOM SAR EVALUATORS TO EVALUATE THE RESCUE SWIMMER, FORECASTLE DECK CREW AND THE RESCUE BOAT CREW IN IAW ENCL 21 OF THE INSTRUCTION. HOWEVER, ENCL 21 DOES NOT SUPPORT A COMPLETE EVALUATION OF FORECASTLE AND RESCUE BOAT CREWS.

PROPOSED SOLUTION: INCORPORATE INTO THE OPNAVINST 3130.6C STANDARDS THAT ARE REQUIRED FOR THE FORECASTLE DECK AND BOAT CREW FOR EVALUATION.

2001 SAR ADVISORY BOARD RECOMMENDATION: ACCEPT FOR ACTION

CURRENT STATUS: SARMM INFORMED ALL TYCOM EVALUATORS THAT THE OPNAVINST: 3130.6C REQUIRES THEM TO EVALUATE ALL AREAS AND TO INCLUDE THE FORECASTLE AND BOAT CREWS AS THE INSTRUCTION.

NEXT COURSE OF ACTION: SARMM WILL MAKE CHANGES TO ENCLOSURE 21 OF THE OPNAVINST: 3130.6C DURING A CHANGE TRANSMITTAL.

D. FORECASTLE AND BOAT CREW REQUIREMENTS.

1. FORECASTLE
 - A. TRAINING DOCUMENTED
 - B. ANNUAL DEPLOYMENT OF SWIMMER
 - C. RIG CAPT & RIGGER FAMILIARIZED WITH HAND SIGNALS
 - D. RIGGER FAMILIAR WITH RIGGING OF STOKES LITTER
 - E. DECK CREW FAMILIAR WITH DEPLOYING AND RECOVERY PROCEDURES
2. RESCUE BOAT
 - A. TRAINING DOCUMENTED
 - B. ANNUAL DEPLOYMENT OF SWIMMER
 - C. CREW FAMILIARIZED WITH MEDEVAC LITTER PROCEDURES
 - D. CREW FAMILIAR WITH HAND SIGNALS
 - E. CREW FAMILIAR WITH DEPLOYING AND RECOVERY PROCEDURES.

NOTE: DEPLOYMENT MAYBE SIMULATED ONLY IF WATER CONDITION PREVENTS THE SWIMMER FROM ENTERING WATER.

2002 SAR CONFERENCE RECOMMENDATION: CLOSE UPON IMPLEMENTATION
INTO THE 3130.6C REVISION

01-08 ORIGINATOR: FTC SAN DIEGO SAR EVALUATORS

TOPIC: STANDARDIZE SURFACE SAR EVAL CHECKLIST

HISTORY: THE OPNAVINST 3130.6C REFERS TYCOM EVALUATORS TO THE NWP 3-50.1 FOR REQUIRED EQUIPMENT. TYCOM EVALUATORS ARE TASK WITH LOOKING AT VARIOUS CHECKLISTS WHICH, AT TIMES CAUSES REPETED INSPECTIONS. EVALUATORS HAVE TAILORED THEIR CHECKLISTS TO ELIMINATE DIFFERENT EQUIPMENT AND PROCEDURES. THIS CAUSES INCONSISTENCY IN INSPECTIONS AT ALL SEVEN SITES.

PROPOSED SOLUTION: CREATE A STANDARDIZED CHECKLIST APPROVED BY BOTH TYCOMS AND SUBMIT AS A JOINT INSTRUCTION TO BE USED BY ALL TYCOM EVALUATING UNITS DURING EVALUATIONS.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR WITH ONE STANDARDIZED CHECKLIST APPROVED BY THE TYCOMS.

CURRENT STATUS: DURING SAR ADVISORY BOARD 2001, A WORKING GROUP OF REPRESENTATIVES FROM SIX TYCOM EVALUATION UNITS (MINUS PACNORWEST) CREATED A COMMON CHECKLIST FOR CONDUCTING EVALUATIONS AND SUBMITTED TO SARMM FOR REVIEW. THIS LIST IS CURRENTLY BEING WORKED ON BY SARMM TO ENSURE IT IS IAW ALL REQUIRED REFERENCES. ONCE COMPLETED THEY WILL SEND IT TO CNSP AND CNSL FOR THEIR APPROVAL.

UPDATE: ON 28 MARCH 02, BMC LILLEY FROM COMNAVSURFLANT FORWARDED THE PROPOSED CHECKLIST THROUGH SURFLANT AND SURFPAC THAT WILL BE USED BY TYCOM SAR EVALUATORS ON BOTH COASTS TO CONDUCT SAR EVALUATIONS. THE CHECKLIST INCLUDED ITEMS THAT IS NOT CURRENTLY COVERED IN SARMM INSTRUCTIONS. SARMM WILL PROPOSE CHANGES TO ENCL 21 OF THE OPNAVINST 3130.6C UPON APPROVAL OF THE PROPOSED CHECKLIST. ON 2 APRIL 02, QM1 BUELL FORWARDED A COPY OF A CHECKLIST THAT SARMM SURFACE EVALUATORS USE TO CONDUCT TYCOM EVALUATIONS. THIS CHECKLIST SHOWS THE ITEMS NOT INCLUDED IN CURRENT SARMM INSTRUCTIONS.

RECOMMENDATION: ONCE CNSP AND CNSL HAVE APPROVED CHECKLIST, THEY WILL SEND IT OUT TO THEIR TYCOM EVALUATORS AND IMPLEMENT LIST INTO THE EVALUATION. SARMM WILL PROPOSE CHANGES TO ENCL 21 OF THE OPNAVINST 3130.6C.

NEXT COURSE OF ACTION: SUBMIT FINALIZED COPY OF CHECKLIST TO TYCOMS FOR THEIR APPROVAL.

2002 SAR CONFERENCE RECOMMEDATION: CLOSED

UPDATED: 01 MAY 2002

01-09 ORIGINATOR: CNAP SAR EVALUATOR

TOPIC: ELIMINATE REAR SURFACE APPROACH

HISTORY: THIS PROCEDURE HAS BEEN IN RESCUE SWIMMER PROCEDURES MANUALS FOR YEARS. WE TRAIN FOR, AND PERFORM THIS PROCEDURE SIMPLY BECAUSE IT IS THERE.

PROPOSED SOLUTION: ELIMINATE THIS PROCEDURE FROM THE NWP 3-50.1 (SERIES) MANUAL. THIS PROCEDURE IS NOT UTILIZED BY RESCUE SWIMMERS. THE FRONT SURFACE APPROACH IS A MUCH BETTER AND MORE APPROPRIATE PROCEDURE FOR TODAY'S RESCUE SWIMMER. ELIMINATION OF THIS PROCEDURE WILL PROMOTE "REAL TIME TRAINING" BY REDUCING UNNECESSARY TRAINING BY FLEET SAR SWIMMERS.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR

CURRENT STATUS: AFTER RESEARCH AND DISCUSSION, THE REAR SURFACE APPROACH IS CURRENTLY UTILIZED IN A NUMBER OF RESCUE SITUATIONS. IT SHOULD NOT BE UTILIZED, IN IT'S CURRENT FORM, ON UNCONCIOUS SURVIVORS.

2002 CNO SAR CONFERENCE EXECUTIVE COMMITTEE:

- ELIMINATE REAR SURFACE APPROACH AS CURRENTLY DEFINED IN THE NWP 3-50.1 (SERIES).
- ELIMINATE FIGURE 3-1 FROM NWP 3-50.1 (SERIES).
- RE-DEFINE "APPROACHING FROM THE REAR" AS FOLLOWS:
 1. APPROACH SURVIVOR WITH HEAD OUT OF THE WATER AND EYES ON THE SURVIVOR.
 2. SECURE SURVIVOR IN A CROSS-CHEST OR EQUIPMENT CARRY.
- RECOMMEND CLOSING THIS ACTION ITEM UPON INCORPORATION INTO THE NWP 3-50.1 (SERIES).

NEXT COURSE OF ACTION:

NONE REQUIRED, MONITOR ONLY UNTIL NWP 3-50.1 REVISION, THEN CLOSE.

UPDATED: 01 MAY 2002

01-10 ORIGINATOR: CNAP SAR EVALUATOR

TOPIC: ELIMINATE TIRED SWIMMER CARRY

HISTORY: THIS PROCEDURE HAS BEEN IN RESCUE SWIMMER PROCEDURES MANUALS FOR YEARS. WE TRAIN FOR, AND PERFORM THIS PROCEDURE SIMPLY BECAUSE IT IS THERE.

PROPOSED SOLUTION: ELIMINATE THIS PROCEDURE FROM THE NWP 3-50.1 (SERIES) MANUAL. THIS PROCEDURE IS NOT UTILIZED BY RESCUE SWIMMERS. ELIMINATION OF THIS PROCEDURE WILL PROMOTE "REAL TIME TRAINING" BY REDUCING UNNECESSARY TRAINING BY FLEET SAR SWIMMERS.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR

CURRENT STATUS: SMOOTH CHANGE RECOMMENDATION COMPLETE.

2002 CNO SAR CONFERENCE EXECUTIVE COMMITTEE: CONCUR

NEXT COURSE OF ACTION: NONE REQUIRED. MONITOR ONLY UNTIL NWP 3-50.1 (SERIES) REVISION, THEN CLOSE.

01-12 ORIGINATOR: SRSS JAX

TOPIC: 12-WEEK PREPARATORY PROGRAM FOR SURFACE RESCUE SWIMMER SCHOOL

HISTORY: CANDIDATES SENT TO SAR SCHOOL ARE NOT MEETING PHYSICAL AND SWIMMING REQUIREMENTS. SURFACE RESCUE SWIMMER SCHOOLS (SRSS) HAVE NOTICED THAT STUDENTS THAT ARRIVE FOR TRAINING ARE BEING DROPPED DURING THE FIRST COUPLE OF DAYS DUE TO IMPROPER PREPARATION FOR THE DEMANDING PHYSICAL AND SWIMMING REQUIREMENTS.

PROPOSED SOLUTION: HAVE NAVAL AEROSPACE MEDICAL RESEARCH LABORATORY (NAMRL) CREATE A PRE-SAR SCHOOL TRAINING PROGRAM TO HELP SAR SWIMMER CANDIDATES PREPARE FOR SCHOOL PRIOR TO ENROLLMENT.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR.

CURRENT STATUS: NAMRL HAS CONDUCTED A SURVEY AND DEVELOPED A 12 WEEK PREPARATORY PROGRAM TO HELP FUTURE SWIMMER CANDIDATES TO BE BETTER PREPARED UPON ARRIVAL TO SRSS. AWAITING APPROVAL FROM THE EXECUTIVE COMMITTEE.

NEXT COURSE OF ACTION: SARMM TO SUBMIT A PROPOSAL TO ADD THE 12-WEEK PREPARATORY PROGRAM TO CNET TO HAVE IT PLACE INTO SRSS'S CANTRAC AS A RECOMMENDATION FOR FUTURE SWIMMER CANDIDATES TO PROPERLY PREPARE THEMSELVES FOR THE COURSE. SARMM WILL ALSO ADD PROGRAM TO SARMM'S WEB PAGE.

2002 SAR CONFERENCE RECOMMENDATION: CLOSE UPON IMPLEMENTATION INTO CAT I CANTRAC, OPNAVINST 3130.6, SARMM WEBPAGE, SAR TRAINING CD AND SARGRAM

May 17, 2002

01-13 ORIGINATOR: RSS JAX FL

TOPIC: SNORKEL MOUTHPIECE

HISTORY: THE SNORKEL CURRENTLY BEING ISSUED UNDER NSN 4220-01-227-7503 HAS A FAULTY DESIGN CAUSING THE FLEXIBLE HOSE AT THE BASE OF IT TO COLLAPSE ALLOWING INADEQUATE AIR TO THE SWIMMER. SURFACE RESCUE SWIMMER SCHOOLS CURRENTLY USING THE ABOVE NSN NOTICED THAT THE FLEXIBLE HOSE AT THE BASE OF THE SNORKLE WAS SHORTER AND MADE OF A SOFTER MATERIAL WHICH CAUSES THE MATERIAL TO COLLAPSE WHEN THE SWIMMER IS BREATHING.

PROPOSED SOLUTION: DEVELOP PROCEDURES FOR THE SAR COMMUNITY TO IDENTIFY AND RESOLVE EQUIPMENT DISCREPANCIES. CURRENTLY THERE ARE SEVERAL COMMANDS THAT DONOT HAVE PR ASSIGNED TO THEIR UNITS TO HANDLE EQUIPMENT DISCREPANCIES/SUPPLY PROBLEMS. IE..SURFACE SAR COMMUNITY.

CURRENT STATUS THE NAVY SUPPLY SYTEM IS CURRENTLY UTILIZING THE PRIME VENDOR PROGRAM FOR PROCUREMENT OF SNORKEL ASSEMBLIES BEING USED BY SEARCH AND RESCUE SWIMMERS. THE PROGRAM PROVIDES EQUIPMENT AND SERVICES TO WARFIGHTER ORGANIZATIONS WHOSE MISSIONS INCLUDE MARINE LIFESAVINGS, DIVING, AND SEARCH AND RESCUE OPERATIONS. THE DEFENSE SUPPLY CENTER PHILEDELPHIA (DSCP) HAS PROVIDED A LONG TERM CONTRACTS THAT ANY MILITARY OR FEDERAL AGENCY CAN USE TO ORDER A HOIST OF SUPPLIES AND SERVICES TO SATISFY THE NEEDS OF THEIR RESPECTIVE MISSIONS. THIS PROGRAM PROVIDES PROMPT, RELIABLE, FLEXIBLE, COST EFFECTIVE LOGISTICS SUPPORT TO THE WARFIGHTER. THE PRIME VENDOR PROGRAM HAS A DEDICATED CUSTOMER LIAISON SPECIALIST ASSIGNED TO EACH CUSTOMER TO CORRECT ANY EQUIPMENT DISCREPANCIES .ALL PRIME VENDORS ARE REQUIRED TO HAVE ESTABLISHED WARRANTIES ON ALL EQUIPMENT THAT THEY SELL. THE SEARCH AND RESCUE MODEL MANAGER EQUIPMENT COORDINATOR HAS CONTACTED SEVERAL PRIME VENDORS TO ENSURE THE SNORKEL MOUTHPIECE HAS NOT BEEN RE-DESIGNED ALL PRIME VENDORS OF THE SAR SWIMMER'S MOTHPIECE STATED THAT THERE COMPANY STANDS BEHIND THEIR EQUIPMENT AND WILL PROVIDE 100 % PERCENT SATISFACTION GUARANTEE TO ALL OF THEIR CUSTOMERS . HOWEVER ALL EQUIPMENT DISCREPANCIES MUST BE DOCUMENATED THROUGH THE PRIME VENDOR PROGRAM TO ENSURE FULL CUSTOMER SUPPORT OF AUTHORIZED PRIME VENDORS. (DO NOT DISGUARD ANY EQUIPMENT UNTIL YOU HAVE CONTACTED THE PRIME VENDOR. THEY MAY REQUEST THAT YOU SHIP THE ITEM BACK TO THERE COMPANY.)

2002 CNO SEARCH AND RESCUE CONFERENCE RECOMMENDATION: THIS ITEM WAS DISCUSSED AND THE EXECUTIVE BOARD RECOMMENDED THAT THIS ITEM

BE CLOSED. THE SARMM EQUIPMENT COORDINATOR WILL CONTINUE TO TRACK AND RESOLVE ALL EQUIPMENT ISSUES.

01-14 ORIGINATOR: CNSP N741

TOPIC: SAR WETSUIT ENSEMBLES

HISTORY: UPON GRADUATION FROM SURFACE RESCUE SWIMMER SCHOOL NAS JACKSONVILLE SWIMMERS ARE OUTFITTED WITH ALL REQUIRED EQUIPMENT NEEDED TO DEPLOY AND BE DESIGNATED AS SHIP'S RESCUE SWIMMERS. SURFACE RESCUE SWIMMER GRADUATES FROM (SRSS) SAN DIEGO ARE NOT PROVIDED REQUIRED EQUIPMENT BY FTC. THIS CAUSES A DELAY IN THE SWIMMER RECEIVING HIS/HER EQUIPMENT AND DESIGNATION AS SHIP'S RESCUE SWIMMER.

PROPOSED SOLUTION: HAVE COMNAVSURFPAC IS WORK WITH COMNAVSURFLANT AND COMNAVAIRPAC ON A PROPOSAL ON HOW TO OBTAIN FUNDING IN ORDER TO OUTFIT SWIMMERS WITH GEAR PRIOR TO GRADUATION FROM RSS SAN DIEGO. COMNAVSURFPAC IS WORKING WITH TASK FORCE EXCEL FOR FUNDING.

2001 SAR ADVISORY BOARD RECOMMENDATION: ACCEPTED AS ACTION ITEM

RECOMMENDATION: ONCE COMNAVSURFPAC STARTS FUNDING FOR WETSUIT ENSEMBLES RECOMMEND SRSS SAN DIEGO WORK WITH A RECOMMENDED COMMERCIAL SITE FOR OUTFITTING OF GRADUATES.

CURRENT STATUS: OSCS EASTBURG OF COMNAVSURFPAC HAS TAKEN THIS FOR ACTION WITH A RECOMMENDATION THROUGH SURFPAC TO REVISIT THIS ISSUE. OSCS STATED HE WOULD HAVE A REPLY BY THE SAR CONFERENCE.

2002 SAR CONFERENCE RECOMMENDATION: CONTINUE TO LAISON WITH TASK FORCE EXCEL (TFE) ON FUNDING.

01-15 ORIGINATOR: ATG WESTPAC SAR EVALUATORS

TOPIC: RESCUE BOAT LIFE RING

HISTORY: PREVIOUSLY, LIFE RING FOR RESCUE BOAT HAD 100 FEET OF POLYETHYLENE LINE ATTACHED TO IT SO RESCUE BOAT CREW COULD ASSIST THE SWIMMER DURING MULTIPLE RESCUES.

PROPOSED SOLUTION: DURING THE REVISION OF THE NWP 3-50.1, ADD 100 FEET OF POLYETHYLENE LINE AS A REQUIREMENT TO THE LIFE RING.

2001 CNO SAR ADVISORY BOARD RECOMMENDATION: CONCUR

RECOMMENDATION: SARMM TO REVISE 3-50.1 TO COMPLY WITH THE NAVAL SHIP'S TECHNICAL MANUAL (NSTM) 077 IE: A LIFE LINE ON THE PERIMETER SHALL BE ATTACHED TO THE RING AT FOUR LOCATIONS BY STRAPS. ATTACHED A RETRIEVING LINE TO THE RING BOUY LIFE LINE (SARMM RECOMMENDS A MINIMUM OF 50 FEET) IT SHALL HAVE THE SHIP'S NAME AND HULL NUMBER. SHALL BE DISTINGUISHABLE, BLACK, BLOCK LETTERS. REFLECTIVE TAPE SHALL BE INSTALLED BY SHIP'S FORCE AS SHOWN IN FIG 077-2-19 OF THE NSTM 077. USE 2-INCH WIDE ADHESIVE REFLECTIVE TAPE AND PRIMER DESCRIBED IN PARAGRAPH 077-2.5.5. PAINT OVER OR REMOVE IT DURING WARTIME.

CURRENT STATUS:

- SARMM TO DEVELOP CHANGE FOR NWP 3-50.1
- CLOSE ACTION ITEM UPON IMPLEMENTATION IN 3-50.1 (REV B)

2002 SAR CONFERENCE RECOMMENDATION: CLOSE UPON REVISION OF NWP 3-50

01-16 ORIGINATOR: ATG WESTPAC

TOPIC: TEMPORARY LIFELINE FOC'SLE RECOVERY

HISTORY: TEMPORARY LIFELINES ARE USED ON FOC'SLE WHEN LIFELINES ARE REMOVED FROM STANCHIONS FOR A FOC'SLE RECOVERY. NWP 3-50.1 STATES THAT THE TEMPORARY LIFELINE IS TO BE 2-INCH IN CIRCUMFERENCE. NWP 4.01.4, THE UNDERWAY REPLENISHMENT MANUAL, STATES THAT ALL TEMPORARY LIFELINES ARE TO BE 2 ¼ INCHES IN CIRCUMFERENCE.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR

PROPOSED SOLUTION: REVISE THE NWP 3-50.1 TO REFLECT TEMPORARY LIFELINES TO BE 2 ¼ INCH IN CIRCUMFERENCE.

CURRENT STATUS: TEMPORARY LIFELINES ARE NOT TO BE USED AS LIFELINES BUT, TO WARN YOU THAT YOU ARE GETTING CLOSE TO THE DECKS EDGE. SARMM TO REVISE NWP 3-50 TO READ TEMPORARY LIFELINE SHALL BE MADE OF 3 STRAND NYLON NOT LESS THAN 2 ¼ INCHES IN CIRCUMFERENCE.

NEXT COURSE OF ACTION:

- SARMM TO DEVELOP CHANGE FOR NWP 3-50.1
- CLOSE ACTION ITEM UPON IMPLEMENTATION IN 3-50.1 (REV B)

2002 SAR CONFERENCE RECOMMENDATION: CLOSE UPON NWP 3-50
REVISION

01-17 ORIGINATOR: ATG WESTPAC SAR EVALUATORS

TOPIC: PRESCREEN ICO CAT II

HISTORY: OPNAVINST 3130.6B RECOMMENDED THAT A SURFACE RESCUE SWIMMER OUT OF THE SAR PROGRAM FOR MORE THAN TWO YEARS ATTEND RESCUE SWIMMER REFRESHER SCHOOL. THE NEW REVISION OF THE OPNAVINST 3130.6C NOW REQUIRES ALL SWIMMERS WHO HAVE BEEN OUT OF THE SAR PROGRAM FOR MORE THAN TWO YEARS TO ATTEND REFRESHER SCHOOL. SHIPS ARE SENDING SWIMMERS TO REFRESHER TRAINING WITHOUT ENSURING THAT HE/SHE CAN MEET ALL PHYSICAL DEMANDS.

PROPOSED SOLUTION: HAVE TYCOM SAR EVALUATION SITES ENSURE PRIOR RESCUE SWIMMERS ARE MEDICAL SCREENED AND GIVEN A REFRESHER TRAINING IN-TEST PRIOR TO SWIMMER GOING TO REFRESHER SCHOOL. THIS WILL ENSURE THAT SWIMMERS ARE PHYSICALLY FIT AND ABLE TO PERFORM ALL REQUIREMENTS TO COMPLETE COURSE.

2001 SAR ADVISORY BOARD RECOMMENDATION: CONCUR.

CURRENT STATUS: SARMM HAS REQUESTED THAT ALL TYCOM SITES IMPLEMENT SCREENING OF ALL PRIOR SWIMMERS BEFORE SENDING THEM TO REFRESHER SCHOOL. SURFPAC AND SURFLANT DESIGNATED ALL SITES TO PRESCREEN ALL REFERSHER CANDIDATES PRIOR TO SENDING THEM TO SCHOOL. SARMM RECOMMENDED CHANGING CANTRAC TO READ ALL REFRESHER CANDIDATES SHALL BE PRE-SCREENED PRIOR TO REQUESTING A QUOTA FOR REFRESHER SCHOOL. THIS ISSUE WAS ADDRESSED DURING THE MARCH 02 CURRICULUM REVIEW. SARMM WILL IMPELMENT A CHANGE TO THE OPNAVINST: 3130.6C TO READ REFRESHER CANDIDATES SHALL BE PRESCREENED PRIOR TO ATTENDING SCHOOL.

NEXT COURSE OF ACTION:

- SARMM SHALL IMPLEMENT A CHANGE TRANSMITTIAL TO THE OPNAVINST: 3130.6C
- SARMM TO DRAFT A CHANGE PROPOSAL TO SRSS CANTRAC
- CLOSE ACTION ITEM UPON FORMAL CHANGES TO THE OPNAVINST: 3130.6C AND TO SRSS CANTRAC.

2002 SAR CONFERENCE RECOMMENDATION: CLOSE UPON IMPELMENTATION INTO THE 3130.6C AND SRSS CANTRAC.

01-19 ORIGINATOR: SARMM

TOPIC: J-BAR DAVITS

HISTORY: VARIOUS J-BAR DAVITS REQUIRE A LARGER SAFETY ANCHOR SHACKLE AT THE BLOCK AND VANG LINE ATTACHMENT POINTS. THE NWP 3-50.1(REV A) SPECIFIES USING A ½" SAFETY ANCHOR SHACKLE AT THESE POINTS.

PROPOSED SOLUTION: CHANGE THE NWP 3-50.1 TO READ ALL SAFETY ANCHOR SHACKLES ARE TO BE IAW SHIP'S BLUEPRINTS. THIS CHANGE DOES NOT PROPOSE A SAFETY ISSUE.

2001 SAR ADVISORY BOARD RECOMMENDATION: ACCEPTED AS ACTION ITEM

RECOMMENDATION: SARMM TO DRAFT REVISION TO NWP 3-50.1 FIG. 5-41 TO IAW SHIP'S BLUEPRINTS. REVISE REQUIRED FORECASTLE EQUIPMENT ON PG. 5A-9 TO READ SAFETY ANCHOR SHACKLES IAW SHIP'S BLUEPRINTS.

CURRENT STATUS: SARMM TO CHANGE PAGES 5-34, 5-35 AND 5A-9 TO READ: ALL SAFETY ANCHOR SHACKLE ARE TO BE IAW SHIP'S BLUEPRINTS, BUT NOT LESS THAN ½ INCHES.

NEXT COURSE OF ACTION:

- SARMM TO DEVELOP CHANGE TO NWP 3-50.1
- CLOSE ACTION ITEM UPON IMPLEMENTATION IN 3-50.1 (REV B)

2002 SAR CONFERENCE RECOMMENDATION: CLOSE UPON REVISION OF NWP 3-50

01-20 ORIGINATOR: ATG MAYPORT SAR EVALUATORS

TOPIC: SWIMMER RESCUE TRAINING FORM IN 3130.6C ENCL 24

HISTORY: OPNAVINST 3130.6B REQUIRED THE SWIMER TO COMPLETE 4 TRAINING LECTURES PER QUARTER. DURING THE REVISION OF THE OPNAVINST 3130.6 THE TRAINING LECTURES WERE DROPPED TO 3 PER QUARTER.

PROPOSED SOLUTION: SURFACE TYCOM EVALUATION SITES WANT TO KEEP TRAINING LECTURE REQUIREMENTS AS 4 PER QUARTER.

2001 SAR ADVISORY BOARD RECOMMENDATION: ACCEPTED AS ACTION ITEM

CURRENT STATUS: SARMM HAS DECEIDED TO KEEP ENCLOSURE 24 AS IS.

NEXT COURSE OF ACTION: SARMM RECOMMENDS THAT THIS ACTION ITEM BE CLOSED.

2002 SAR CONFERENCE REOMMENDATION: CHANGE FROM THREE TO FOUR LECTURES PER QUARTER AND IMPLEMENT INTO THE 3130.6 REVISION. CLOSE UPON IMPLEMENTATION.

01-21 ORIGINATOR: NASC RSSMM

TOPIC: HOLDING LITTER AGAINST BOAT

HISTORY: IAW NWP 3-50.1 REV A WHILE PERFORMING MEDEVAC LITTER PROCEDURES, BOAT CREW IS REQUIRED TO HOLD LITTER ALONGSIDE RESCUE BOAT. DUE TO HEAVY SEA STATE SWIMMER AND SURVIVOR AT TIMES ARE SWAMPED BY WATER DUE TO THE PITCHING AND ROLLING OF THE RESCUE BOAT WHILE DIW. DURING A RECENT FRB, MANNING REQUIREMENTS FOR CERTAIN RESCUE BOATS WERE DROPPED TO JUST THE NECESSARY PERSONEL. THIS LEAVES ONE PERSON TO HOLD AND RECOVER LITTER WHILE BOAT IS IN THE WATER.

PROPOSED SOLUTION: 1) TO ADD ONE ADDITIONAL PERSON IN THE RESCUE BOAT, SUCH AS A BOW HOOK, TO ASSIST IN THE RECOVERY OF THE LITTER. 2) TO RELEASE THE LITTER ONCE THE RESCUE SWIMMER HAS CONTROL OF THE LITTER AND MOVE THE RESCUE BOAT TO A SAFE DISTANCE.

2001 SAR ADVISORY BOARD RECOMMENDATION: SARMM TO EVALUATE FOLLOWING PROCEDURES: 1) AFTER SWIMMER HAS CONTROL OF LITTER, CREW TO RELEASE THE LITTER AND MOVE RESCUE BOAT AWAY TO A SAFE DISTANCE. 2) HAVE A QUALIFIED BOW HOOK ADDED TO THE RESCUE BOAT TO ASSIST THE STERN HOOK IN THE RECOVERY OF THE LITTER. THIS WILL ALLOW THE SWIMMER TO PERFORM ANY AND ALL-MEDICAL ATTENTION TO THE SURVIVOR.

CURRENT STATUS: SARMM EVALUTED PROCEDURES OF RELEASING LITTER AFTER SWIMMER HAS GAINED POSITIVE CONTROL. SARMM RECOMMENDS THAT THIS PROCEDURE BE INCORPERATED INTO THE REVISION OF THE NWP 3-50.1

NEXT COURSE OF ACTION:

- SARMM TO DEVELOP PROCEDURES USING MINIMUM REQUIRED PERSONNAL IN RESCUE BOAT AND INCORPORATE INTO THE NWP 3-50.1 THE RELEASING OF THE LITTER TO THE RESCUE SWIMMER IF SEA STATE INHIBITS PLACING THE SURVIVOR SAFELY INTO THE LITTER WHEN ALONGSIDE THE RESCUE BOAT.
- SARMM TO DISCUSS WITH TYCOMS THE ADDING OF ADDITIONAL PERSON TO ASSIST IN THE RECOVERY OF THE LITTER

2002 SAR CONFERENCE RECOMMENDATION: CLOSE UPON IMPLEMENTATION INTO THE REVISION OF THE NWP 3-50

01-22 ORIGINATOR: ATG WESTPAC SAR EVALUATORS

TOPIC: SURFACE RESCUE SWIMMER USED IN FORCE PROTECTION/ANTI-TERRORIST

HISTORY: EOD SWIMMERS ARE TASKED TO VISUALLY CHECK SHIPS IN FORGIEN PORTS FOR MINES. DUE TO THE LIMITED AMOUNT OF FORWARD DEPLOYED EOD MEMBERS AND THE NUMBERS OF SHIPS DEPLOYED IN VARIOUS PORTS, EOD HAS REQUESTED THE SURFACE SWIMMERS BE TAUGHT HOW TO LOOK FOR MINES.

PROPOSED SOLUTION: ALLOW SWIMMERS TO BE USED FOR SEARCHES ONLY WHEN NECESSARY AND ONLY WHEN THEY ARE TRAINED BY QUALIFIED EOD PERSONNEL ON WHAT TO LOOK FOR AND HOW TO REPORT THEM.

2001 SAR ADVISORY BOARD RECOMMENDATION: ACCEPTED AS ACTION ITEM

CURRENT STATUS: DISCUSSED DURING JAN 02 SRSS CURRICULUM REVIEW FOR INVESTIGATING TRAINING PROCEDURES FOR SRSS CURRICULUM. TYCOMS PROVIDE TRAINING BY QUALIFIED EOD PERSONNEL.

RECOMMENDATION:

- OPNAV/CINC/TYCOM PROVIDE DEFINED REQUIREMENTS OF READINESS AND TRAINING.
- SARMM AWAITING SURFACE WORKING GROUP AND EXECUTIVE COMMITTEE RECOMMENDATIONS.

2002 SAR CONFERENCE RECOMMENDATION: CONTINUE TO LIAISON WITH TASK FORCE EXCEL (TFE).

01-25 ORIGINATOR: NASC/NACCS PENSACOLA FL

TOPIC: IMPLEMENT 12 WEEK SAR PREPARATORY PT PROGRAM IN RTC

HISTORY: AS PART OF ACTION ITEM 94-27, SPORTS PHYSIOLOGIST (LT PREVOST) DRAFTED A 12 WEEK BUILD UP PROGRAM FOR NEW PERSONNEL ENTERING SAR SWIMMER COMMUNITY.

PROPOSED SOLUTION: SARMM IMPLEMENT AT RTC / "A" SCHOOL.

2001 SAR ADVISORY BOARD RECOMMENDATION: ACCEPTED AS ACTION ITEM.

RECOMMENDATION: CNET ESTABLISH TRAINING GUIDELINES FOR RTC GREAT LAKES TO INCLUDE THE NAMRL 12-WEEK PREPARATORY PT PROGRAM FOR AVIATION RESCUE SWIMMER SCHOOL.

CNET ESTABLISH TRAINING GUIDELINES FOR ALL AVIATION "A" SCHOOLS TO INCLUDE A PHYSICAL FITNESS MAINTENANCE PROGRAM THAT MAINTAINS RESCUE SWIMMER PHYSICAL FITNESS STANDARDS. AVIATION RESCUE SWIMMER SCHOOL WILL FACILITATE TRAINING. INCREASE MANNING AND BASIC FACILITY REQUIREMENTS TO SUPPORT INCREASED STUDENT LOADING.

CNO N789 REVIEW CURRENT BILLETS FOR RTC GREAT LAKES (RESCUE SWIMMER), NATTC PHYSICAL FITNESS INSTRUCTORS AND NACCS PENSACOLA, TO ENSURE COMMANDS HAVE SUFFICIENT MANPOWER IN ORDER TO SUPPORT THE PHYSICAL FITNESS AND CONDITIONING PROGRAMS.

NAVAL AIRCREW CANDIDATE SCHOOL INCORPORATE THE REMAINING WEEKS OF THE RTC 12 WEEK PREPARATORY PT PROGRAM INTO THE CURRENT CURRICULUM.

CURRENT STATUS: CONTACTED N789 WITH AI. AWAITING APPROVAL OF AI 94-27.

NEXT COURSE OF ACTION: 2002 SAR CONFERENCE APPROVE AI 94-27 FOR IMPLEMENTATION. CONTINUE LIASON WITH N789.

NEWLY PROPOSED ACTION ITEMS

(rejected action items or action items still under evaluation are not listed)

<u>02-01</u>	SURFACE RESCUE SWIMMER DRY SUIT
<u>02-02</u>	RESCUE PROCEDURES FOR ACTIVELY RESISTING SURVIVOR
<u>02-03</u>	IMPROVED PRE-SCREENING PROCESS FOR RESCUE SWIMMER CANDIDATES
<u>02-04</u>	RETURN SAR STANDARDIZATION PETTY OFFICER COURSE TO 10 TRAINING DAYS.
<u>02-05</u>	FUNDED TRAINING GEAR FOR FLEET
<u>02-06</u>	CHEM LIGHT PLACEMENT FOR QUICK STROP
<u>02-07</u>	KNIFE PLACEMENT FOR TRI-SAR HARNESS.
<u>02-08</u>	OPTIONAL EQUIPMENT FOR ILLUMINATION OF NIGHT HAND SIGNALS FOR OVERLAND USE.
<u>02-09</u>	RESCUE SWIMMER INSTRUCTOR BEING SURVIVORS FOR FINAL ESCAPES TO RELEASES EXAM AT SAR SCHOOL
<u>02-10</u>	NVD'S FOR INLAND COMMAND
<u>02-11</u>	RESEARCH PROCUREMENT OF FUNDING FOR INITIAL ISSUE OF TRI-SAR HARNESS FROM CNATRA.
<u>02-12</u>	ESTABLISH SAR SMT STANDARDIZATION PETTY OFFICER COURSE ON EAST AND WEST COAST
<u>02-13</u>	DEVELOPMENT OF AN ADVANCED RESCUE SCHOOL FOR U.S. NAVY HELICOPTER RESCUE CREWS.
<u>02-14</u>	RESCUE PROCEDURES FOR MULTIPLE SURVIVORS
<u>02-15</u>	SURFACE RESCUE SWIMMER RADIO
<u>02-16</u>	COMPOSITION OF CNO SAR EXECUTIVE COMMITTEE
<u>02-17</u>	EFFECT OF NEW MASTER PLAN AND HELO REORGANIZATION ON NAVY SAR AND CSAR MODEL

ACTION ITEM CHIT**ACTION ITEM #:** 02-01**ORIGINATOR:** USS ARLEIGH BURKE (DDG 51)/
ATG NORFOLK SAR EVALUATIONS**TOPIC:** SURFACE RESCUE SWIMMER DRY SUIT**CURRENT STATUS:**

THE NWP 3-50.1(REV A) REQUIRES SHIPS TO HAVE TWO SURFACE RESCUE SWIMMER DRY SUITS ON BOARD (ONE FOR MHC/MCM/PC CLASS SHIPS). THE CURRENT AUTHORIZED DRY SUIT, MSD550 WAS MANUFACTURED BY MUSTANG SURVIVAL TO BE PURCHASED ONLY THROUGH THE SUPPLY SYSTEM. LT FERNANDEZ, THE SAR OFFICER ON THE USS ARLEIGH BURKE CALLED SARMM REQUESTING ASSISTANCE PURCHASING A DRY SUIT WHERE IT WAS REVEALED THAT THE SUITS ARE CURRENTLY OUT OF STOCK. IN NOVEMBER OF 2001, SARMM WAS INFORMED THAT THERE WAS APPROXIMATELY 114 IN THE STOCK SYSTEM. THE ORIGINAL PURCHASE ORDER CONTRACT HAD BEEN MET AND THERE IS NO DRY SUIT FOR SHIPS TO ORDER AT THIS TIME. MUSTANG SURVIVAL DOES NOT MANUFACTURE THE MSD550 ANYMORE. WITHOUT THE DRY SUIT IN THE SYSTEM, SHIPS CAN NOT MEET THE REQUIREMENTS OUTLINED IN THE NWP 3-50.1(REV A).

RECOMMENDATION:

SARMM TEST, EVALUATE AND APPROVE A SURFACE RESCUE SWIMMER DRY SUIT TO BE PLACED INTO THE SUPPLY SYSTEM AND OPEN PURCHASED.

WORKGROUP ACTION:

Accepted



Research Required



Rejected



Other (specify)

ACTION ITEM CHIT

ACTION ITEM #: 02-02

ORIGINATOR: HSWINGLANT SRSS

TOPIC: RESCUE PROCEDURES FOR ACTIVELY RESISTING SURVIVOR

CURRENT STATUS:

THERE IS CURRENTLY NO GUIDANCE ON HOW TO HANDLE A RESCUE SITUATION INVOLVING AN ACTIVELY RESISTING SURVIVOR. THIS IS AN ISSUE THAT HAS LONG EXISTED AND HAS BEEN RECENTLY BROUGHT TO LIGHT BY THE RECENT MISHAP REPORTED BY HS-14. (HELANTISUBRON FOURTEEN 271601 DEC 01) IN THIS PARTICULAR INSTANCE, THE SWIMMER WAS UNHARMED, BUT THE SURVIVOR WAS LOST. HAVING DEFINED PROCEDURES IN PLACE WILL BETTER PREPARE RESCUE SWIMMERS FOR SITUATIONS SUCH AS THIS.

RECOMMENDATION:

USING INPUTS FROM BOTH FLEET AND TRAINING SAR COMMANDS, CREATE AND IMPLEMENT PROCEDURES FOR USE IN THESE SITUATIONS. THESE PROCEDURES COULD THEN BE INTEGRATED INTO THE CURRENT TRAINING PROGRAM AT ALL RSS COMMANDS, AND DISTRIBUTED TO FLEET SWIMMERS VIA SARGRAM. SARMM REVIEW USCG CAT 1 CURRICULUM.

WORKGROUP ACTION:

☒

Accepted

☐

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT**ACTION ITEM #:** 02-03**ORIGINATOR:** HSWINGLANT SRSS**TOPIC:** IMPROVED PRE-SCREENING PROCESS FOR RESCUE SWIMMER CANDIDATES**CURRENT STATUS:**

THE CURRENT PRE-SCREENING PROCESS FOR RESCUE SWIMMER CANDIDATES HAS REPEATEDLY PROVEN ITSELF INADEQUATE. STUDENTS FREQUENTLY REPORT FOR TRAINING WITHOUT PREREQUISITE REQUIREMENTS (2ND CLASS SWIM, MEDICAL SCREENING, P.T. SCREENING, ETC.) COMPLETED. UNDER THE CURRENT SYSTEM, PROSPECTIVE STUDENTS ARE AFFORDED THE OPPORTUNITY, BUT NOT REQUIRED, TO SWIM WITH MASK, FINS, AND SNORKEL PRIOR TO REPORTING TO RSS. THIS LACK OF FAMILIARIZATION LEADS TO AN INCREASED ATTRITION RATE, WASTES TRAINING/TAD TIME AND FUNDING, AND REDUCES FLEET READINESS.

RECOMMENDATION:

MAKE PRE-SCREENING AND SWIM FAMILIARIZATION TRAINING AT THE ATG LEVEL MANDATORY FOR ALL RESCUE SWIMMER CANDIDATES. THIS SHOULD INCLUDE MINIMUM SKILL REQUIREMENTS TO ASSESS THE CANDIDATE'S ADAPTABILITY TO THE AQUATIC ENVIRONMENT. SKILL REQUIREMENTS SHOULD INCLUDE, BUT NOT BE LIMITED TO: CLEARING THE MASK UNDERWATER, DEMONSTRATING STROKE PROFICIENCY (FLUTTER KICK AND FROG KICK), AND SWIMMING CONTINUOUSLY FOR 400 METERS (NO TIME LIMIT) USING MASK, FINS, AND SNORKEL. ALL PRE-SCREENING AND SKILL REQUIREMENTS COULD BE LOGGED ON ONE SHEET TO BE SIGNED OFF BY ATG AND FORWARDED TO SURFLANT/SURFPAC WITH THE BILLET REQUESTS.

WORKGROUP ACTION:☒

Accepted

☐

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT**ACTION ITEM #:** 02-04**ORIGINATOR:** HC-3 RSS SAN DIEGO**TOPIC:** RETURN SAR STANDARDIZATION PETTY OFFICER COURSE TO 10 TRAINING DAYS.**CURRENT STATUS:**

SAR PO COURSE WAS RE-WRITTEN BY COURSE CURRICULUM MODEL MANAGER TO BE FIVE TRAINING DAYS UPON DIRECTION BY SAR CONFERENCE EXECUTIVE COMMITTEE, COURSE HAS BEEN TAUGHT AS A FIVE TRAINING DAY COURSE FOR APPROXIMATELY 1 ½ YEARS. STUDENT FEEDBACK AND INSTRUCTOR OPINION STRONGLY SUPPORT MODIFYING THE COURSE TO A LONGER LENGTH AND INCLUDE SUBSTANTIALLY MORE IN-WATER WORK AND INCLUDE A LITTER EVOLUTION USING A HELICOPTER PLATFORM.

RECOMMENDATION:

COURSE RE-WRITE TO EXTEND TRAINING TIME ENOUGH TO FACILITATE ADDITION OF POOL WORK AND HELICOPTER EVOLUTION.

WORKGROUP ACTION:☐

Accepted

☒

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT

ACTION ITEM #: 02-05

ORIGINATOR: AWCS MCCAULEY - HSL-45
ATGWP

TOPIC: FUNDED TRAINING GEAR FOR FLEET

CURRENT STATUS:

OPNAV DICTATES TRAINING REQ'S BOTH GROUND/LECTURE AND PRACTICAL. CURRENTLY TYCOM SPONSORS GROUND/LECTURE CD TRAINING. WINGS/SQD'S LEFT ON THEIR OWN TO "SCROUNGE" FOR TRAINING DEVICES TO FACILITATE REQUIRED PRACTICAL TRAINING. THE FACT IS THAT WINGS/SQDS DO NOT HAVE REQUIRED TRAINING DEVICES AND THEREFORE DO NOT DO REQUIRED TRAINING CREATING SERIOUS DETRIMENT TO FLEET SAR READINESS.

RECOMMENDATION:

GET TYCOM'S TO FUND PURCHASES OF REQUIRED PRACTICAL TRAINING DEVICES TO BE DISTRIBUTED TO WING FOR USE BY SQD'S UNDER COGNIZANCE. SURFACE AND AVIATION

WORKGROUP ACTION:

☒

Accepted

☐

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT

ACTION ITEM #: 02-06

ORIGINATOR: AO3(NAC) BRIAN A. CAREY / PAX SAR

TOPIC: CHEM LIGHT PLACEMENT FOR QUICK STROP

CURRENT STATUS:

NO PROCEDURES EXIST FOR PLACEMENT OF CHEM LIGHTS ON THE QUICK STROP FOR NIGHT DIRECT DEPLOYMENTS.

RECOMMENDATION:

IMPLEMENT PROCEDURES FOR PLACEMENT OF CHEM LIGHTS ON THE QUICK STROP INTO NWP 3-50.1 9(REV B). RECOMMEND PLACING ONE STRAP ON THE EQUIPMENT RING OF THE DOUBLE RESCUE HOOK AND SECOND CHEM LIGHT STRAP ON FRICTION LOCK OF THE QUICK STROP.

WORKGROUP ACTION:

☒

Accepted

☐

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT

ACTION ITEM #: 02-07

ORIGINATOR: AO3(NAC) BRIAN A. CAREY / PAX SAR

TOPIC: KNIFE PLACEMENT FOR TRI-SAR HARNESS.

CURRENT STATUS:

CURRENT SCABBARD KNIFE IS AUTHORIZED FOR USE WITH THE TRI-SAR HARNESS. SARMM IS DEVELOPING NEW KNIFE FOR USE WITH THE HARNESS. THERE IS A POCKET ON THE TRI-SAR HARNESS THAT IS CURRENTLY NOT IN USE.

RECOMMENDATION:

ONCE AUTHORIZATION FOR A NEW FOLDING KNIFE IS APPROVED, RECOMMEND PLACING KNIFE IN BOTTOM LEFT POCKET BETWEEN MK 124'S AND THE 4" CHEMLIGHTS.

WORKGROUP ACTION:

☒

Accepted

☐

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT**ACTION ITEM #:** 02-08**ORIGINATOR:** AO3(NAC) BRIAN A. CAREY / PAX SAR**TOPIC:** OPTIONAL EQUIPMENT FOR ILLUMINATION OF NIGHT HAND SIGNALS FOR OVERLAND USE.**CURRENT STATUS:**

USCG CURRENTLY USES REFLECTIVE SLEEVES TO HELP ILLUMINATE HAND SIGNALS IN DAY OR NIGHT OVERLAND RESCUES. THIS PIECE OF EQUIPMENT REDUCES THE RISK OF MISINTERPRETATION BY CREWCHIEF ALLOWING BETTER CREW COORDINATION BETWEEN CREWCHIEF AND RESCUE CREWMAN.

RECOMMENDATION:

RECOMMEND U.S. NAVY ADOPT THIS PIECE OF EQUIPMENT AS OPTIONAL RESCUE EQUIPMENT FOR OVERLAND SAR (DIRECT DEPLOYMENT, RAPPEL OPS).

WORKGROUP ACTION:☒

Accepted

☐

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT**ACTION ITEM #:** 02-09**ORIGINATOR:** HSL-40 AWC SMITH**TOPIC:** RESCUE SWIMMER INSTRUCTOR BEING SURVIVORS FOR FINAL ESCAPES TO RELEASES EXAM AT SAR SCHOOL**CURRENT STATUS:**

CURRENTLY RESCUE SWIMMER STUDENTS ARE GRABBED BY THEIR CLASSMATES. THAT IS TO EASY FOR STUDENTS. THEY ARE NOT TESTED.

RECOMMENDATION:

PUT STAFF RSS INSTRUCTOR ON STUDENTS FOR TESTING.

CNET DEVELOP ORM STRATAGIES. SUBMIT TO SARMM AND TO CNET TFE BOARD FOR ORM EVALUATION.

WORKGROUP ACTION:☒

Accepted

☐

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT

ACTION ITEM #: 02-10

ORIGINATOR: LT MOXEY NAS FALLON

TOPIC: NVD'S FOR INLAND COMMAND

CURRENT STATUS:

INLAND COMMANDS (NAS FALLON, BRUNSWICK, LEMOORE) DO NOT HAVE AUTHORIZATION TO USE NVD'S. MOST OF THE COMMANDS SUPPORT ACTIVITIES THAT USE NVD'S AND A MAJORITY OF THE JET TRAINING IS DONE AT NIGHT.

RECOMMENDATION:

RECOMMEND THAT NVD'S BE STOOD UP ON A CASE BY CASE BASIS. NOT RECOMMENDED FOR NIGHT CIVILIAN SAR.

SARMM LIAISON WITH CLASS DESK AND OPNAV TO ALLOW H-1 MOUNTAIN SAR TO USE NVD'S FOR NITE SAR.

WORKGROUP ACTION:



Accepted



Research Required



Rejected



Other (specify)

ACTION ITEM CHIT**ACTION ITEM #:** 02-11**ORIGINATOR:** RSSCMM, PENSACOLA**TOPIC:** RESEARCH PROCUREMENT OF FUNDING FOR INITIAL ISSUE OF TRI-SAR HARNESS FROM CNATRA.**CURRENT STATUS:**

CURRENT INITIAL GEAR ISSUE IS FUNDED FOR THE LPU-28 AND THE HBU-23 ONLY.

RECOMMENDATION:

IN ORDER TO INCORPORATE THE TRI-SAR HARNESS FOR NEW ACCESSION RESCUE SWIMMERS, IT MUST BE PROCURED VIA CNATRA FOR INITIAL GEAR ISSUE.

CNATRA NEEDS TO AUTHORIZE THE TRI-SAR HARNESS FOR INITIAL ISSUE.

DISCONTINUE PROCUREMENT OF THE LPU-28 AND HBU-23 AS INITIAL ISSUE ITEMS.

WORKGROUP ACTION:☒

Accepted

☐

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT**ACTION ITEM #:** 02-12**ORIGINATOR:** COMNAVAIRLANT / HMC ADAMS**TOPIC:** ESTABLISH SAR SMT STANDARDIZATION PETTY OFFICER COURSE ON EAST AND WEST COAST**CURRENT STATUS:**

SAR STANDARDIZATION PETTY OFFICERS ARE REQUIRED TO ATTEND THE SAR STANDARDIZATION PETTY OFFICER COURSE PRIOR TO DESIGNATION. THERE IS NO REQUIREMENTS ESTABLISHED FOR SMT STANDARDIZATION PETTY OFFICERS.

RECOMMENDATION:

ESTABLISH "SMT SAR STANDARDIZATION PETTY OFFICERS" COURSES ON THE EAST AND WEST COAST, OR INCORPORATE SMT'S INTO SAR PO COURSE.

WORKGROUP ACTION:

Accepted



Research Required



Rejected



Other (specify)

ACTION ITEM CHIT**ACTION ITEM #:** 02-13**ORIGINATOR:** AO3(NAC) BRIAN A. CAREY / PAX SAR**TOPIC:** DEVELOPMENT OF AN ADVANCED RESCUE SCHOOL FOR U.S. NAVY
HELICOPTER RESCUE CREWS.**CURRENT STATUS:**

USCG CURRENTLY HAS AN ADVANCED RESCUE SCHOOL TO TRAIN HELICOPTER CREWS IN AN OPEN OCEAN HIGH SEAS ENVIRONMENT AND IN OVERLAND CLIFFSIDE RESCUES. THE SCHOOL ALLOWS THE NAVY TWO BILLETS FOR EVERY CLASS FOR RESCUE SWIMMERS. FEW BILLETS ARE ALLOWED FOR PILOTS AND CREWCHIEFS / HOIST OPERATORS ARE NOT ABLE TO TRAIN FROM USCG HELO'S.

RECOMMENDATION:

RECOMMEND DEVELOPING A U.S. NAVY ADVANCED RESCUE SCHOOL TO EFFECTIVELY TRAIN HELICOPTER CREWS IN ADVANCED RESCUE TECHNIQUES. THIS WOULD GIVE HELICOPTER CREWS AS A WHOLE NECESSARY TRAINING IN A HIGH SEAS / CLIFFSIDE ENVIRONMENT.

WORKGROUP ACTION:☒

Accepted

☐

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT

ACTION ITEM #: 02-14

ORIGINATOR: ATG MAYPORT LCDR WOLFE

TOPIC: RESCUE PROCEDURES FOR MULTIPLE SURVIVORS

CURRENT STATUS:

SAFE OR SAVE ISSUE: CURRENTLY RSS STUDENTS ARE TAUGHT TO SAFE OR SAVE A SURVIVOR. THIS TOPIC IS NOT LISTED IN 3-50, BUT IS TAUGHT FROM CURRICULUM AT THE SCHOOL HOUSE LEVEL. STUDENTS ARE TAUGHT THAT AN UNCONSCIOUS SURVIVOR CAN BE SAFE IF HE IS CLEARED OF SHROUD LINES AND STILL ATTACHED BY THE LEG STRAPS TO THE PARACHUTE.

RECOMMENDATION:

EITHER PUT SPECIFIC VERB AGE AND GUIDELINES IN THE 3-50.1 REV(SERIES) OR REMOVE FROM RSS CURRICULUM. IF LEFT IN THE CURRICULUM SPECIFIC CRITERIA NEEDS TO BE ESTABLISHED TO QUALIFY A SURVIVOR AS "SAFE" VICE SAVED.

WORKGROUP ACTION:



Accepted



Research Required



Rejected



Other (specify)

ACTION ITEM CHIT

ACTION ITEM #: 02-15

ORIGINATOR: ATG MAYPORT

TOPIC: SURFACE RESCUE SWIMMER RADIO

CURRENT STATUS:

NONE.

RECOMMENDATION:

SUPPLY EACH SHIP WITH TWO(2) RADIOS FOR RESCUE SWIMMER USE TO
COMMUNICATE WITH THE SHIP, SMALL BOAT AND / OR HELICOPTER.
(POSSIBLY THE PRC-125?)

WORKGROUP ACTION:

☒

Accepted

☐

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT

ACTION ITEM #: 02-16

ORIGINATOR: CINCPACFLT

TOPIC: COMPOSITION OF CNO SAR EXECUTIVE COMMITTEE

CURRENT STATUS:

REORGANIZATION OF THE NAVY (OPNAV N78 REORG AND CREATION OF COMFLTFORCESCOM) HAS STREAMLINED NAVAL TRAINING AND WARFARE REQUIREMENTS PROCESS. UNIFIED COMMAND PLAIN (VEP) CHANGES HAVE ALSO REORGANIZED ASSIGNMENT OF FORCES. THIS HAS LED TO UNBALANCED REPRESENTATION OF COMMANDS ON EXEC CMTE (CPF REPRESENTED, BUT CUSNE, CUSNS, & CUSNC NOT REPRESENTED).

RECOMMENDATION:

CHANGE OPNAVINST 3130.6 TO INCLUDE CUSNE, CUSNS & CUSNC IN EXEC CMTE. INCLUSION OF NAVAL COMPONENT COMMANDERS TO UNIFIED COMMANDERS WILL ALLOW FOR ADEQUATE REPRESENTATION OF ECHELON II SAR CONCERNS & OVERSIGHT.

WORKGROUP ACTION:

☒

Accepted

☐

Research Required

☐

Rejected

☐

Other (specify)

ACTION ITEM CHIT

ACTION ITEM #: 02-17

ORIGINATOR: CINCPACFLT - CDR WEIDE (CPF N335)

TOPIC: EFFECT OF NEW MASTER PLAN AND HELO REORGANIZATION ON NAVY SAR
AND CSAR MODEL

CURRENT STATUS:

WITH CONSOLIDATION OF ACTIVE HELO FLEET T/M/S AND REORGANIZATION OF
HELO TYPE WINGS AND MISSIONS THE EFFECTS ON THE ORGANIZATION OF
SARMM AND CSARMM MAY NEED TO BE INVESTIGATED.

RECOMMENDATION:

SARMM LIAISON WITH CSARMM AND REVIEW HELO REORGANIZATION PLANS IN
ORDER TO ASSESS POSSIBLE IMPACT TO CURRENT SARMM/CSARMM
ORGANIZATION. SARMM AND CSARMM PROVIDE VARIOUS RECOMMENDATIONS WITH
REGARDS TO REORGINATION OF SARMM/CSARMM DUTIES AND RESPONSIBILITIES,
IF REQUIRED, IN ORDER TO BETTER SUPPORT MODEL MANAGER. SUPPORT OF
CNO RESPONSIBILITY TO ORGANIZE, TRAIN AND EQUIP SAR FORCES. EARLY
ASSESSMENT NOW WILL ALLOW FOR BETTER TRANSITION TO A NEW STRUCTURE
IF REQUIRED IN THE FUTURE.

WORKGROUP ACTION:



Accepted



Research Required



Rejected



Other (specify)

OPNAVINST 3130.6C

CHANGE

RECOMMENDATIONS

OPNAVINST 3130.6C CHANGE RECOMMENDATION

FROM COMMAND: NAS PATUXENT RIVER SAR P.O.C.: AO3(NAC) BRIAN A. CAREYDSN #: 342-3743 COMM #: (301) 342-3743 FAX #: 342-3020ENCL #: 28 PAGE #: _____ PARA: _____ SECTION: _____**PURPOSED CHANGE:**

REQUEST THAT THE WORD SQUADROM BE CHANGED TO SQUADRON.

REASON FOR CHANGE:

MISPELLED WORD.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122

FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-01

OPNAVINST 3130.6C CHANGE RECOMMENDATION

FROM COMMAND: NAS PATUXENT RIVER SAR P.O.C.: AO3(NAC) BRIAN A. CAREY
DSN #: 342-3743 COMM #: (301) 342-3743 FAX #: 342-3020

ENCL #: 19 PAGE #: _____ PARA: _____ SECTION: _____

PURPOSED CHANGE:

REQUEST THAT THE LAST SECTION IN THE CREWCHIEF DIRECT DEPLOYMENT PROCEDURES SECTION BE CHANGED TO OCT-DEC.

REASON FOR CHANGE:

JUL-SEP IS A REPEAT OF THE PREVIOUS SECTION.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTION

APPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-02

OPNAVINST 3130.6C CHANGE RECOMMENDATION

FROM COMMAND: NAS PATUXENT RIVER SAR P.O.C.: AO3(NAC) BRIAN A. CAREYDSN #: 342-3743 COMM #: (301) 342-3743 FAX #: 342-3020ENCL #: 9 PAGE #: _____ PARA: _____ SECTION: SWIMMER DEPLOYMENT**PURPOSED CHANGE:**

REQUEST THAT UNDER THE CREWCHIEF DIRECTED PROCEDURES SECTION, CHANGE THE DATE RANGES FROM APR-MAY, JUN-AUG, SEP-DEC, TO APR-JUN, JUL-SEP, OCT-DEC.

REASON FOR CHANGE:

THERE ARE 4 QUARTERLY PERIODS IN A YEAR JAN-MAR, APR-JUN, JUL-SEP, OCT-DEC.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-03

OPNAVINST 3130.6C CHANGE RECOMMENDATION

FROM COMMAND: NAS PATUXENT RIVER SAR P.O.C.: AO3(NAC) BRIAN A. CAREYDSN #: 342-3743 COMM #: (301) 342-3743 FAX #: 342-3020ENCL #: 9 PAGE #: _____ PARA: _____ SECTION: SWIMMER DEPLOYMENT**PURPOSED CHANGE:**

REQUEST THAT UNDER THE SWIMMER DEPLOYMENT SECTION, CHANGE THE DATE RANGES FROM APR-MAY, JUN-AUG, SEP-DEC, TO APR-JUN, JUL-SEP OCT-DEC.

REASON FOR CHANGE:

THE ARE 4 QUARTERLY PERIODS IN A YEAR JAN-MAR, APR-JUN, JUL-SEP, OCT-DEC.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-04

OPNAVINST 3130.6C CHANGE RECOMMENDATION

FROM COMMAND: NAS PATUXENT RIVER SAR P.O.C.: AO3(NAC) BRIAN A. CAREY
DSN #: 342-3743 COMM #: (301) 342-3743 FAX #: 342-3020

ENCL #: 9 PAGE #: _____ PARA: NOTE 2 SECTION: _____

PURPOSED CHANGE:

REQUEST THAT THE WORD DESIGNATOR OR BE CHANGED TO DESIGNATOR.

REASON FOR CHANGE:

TYPO.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTION

APPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-05

OPNAVINST 3130.6C CHANGE RECOMMENDATION

FROM COMMAND: HELSUPPRON TWO P.O.C.: AD1 G. SPICKEL

DSN #: 565-4730 COMM #: 757-445-4730 FAX #: 565-8510

ENCL #: PAGE #: PARA: SECTION:

PURPOSED CHANGE:

ADDITION TO 400M SWIM REQUIREMENTS. THE CRAWL STROKE IS THE ONLY AUTHORIZED STROKE TO BE UTILIZED IN THE COMPLETION OF THE SFT AND THE SEMI ANNUAL SWIM PROFICIENCY REQUIREMENTS.

REASON FOR CHANGE:

TRAIN LIKE WE FIGHT! THE CRAWL STROKE IS THE ONLY PRACTICAL STROKE TO BE UTILIZED BY RESCUE SWIMMERS WHEN CONDUCTING RESCUE OPERATIONS. ALL OTHERS ARE GEARED TOWARDS A SURVIVAL SITUATION!

2002 CNO SAR CONFERENCE

APPROVED CHANGE

THE NEW SFT APPROVED IN ACTION ITEM 94-27 INCLUDES A SWIM IN MINIMUM EQUIPMENT IMMEDIATELY FOLLOWED BY A BUDDY TOW AS A TIMED EVENT. CHANGE TO OPNAVIST 3130.6 SHALL OUTLINE NEW SFT REQUIREMENTS FOR ALL SAR PERSONNEL AND STATE THAT THE BACK STROKE IS NOT AUTHORIZED DURING THE SWIMS. A REVIEW OF FLEET RESCUE SWIMMERS INDICATES THAT THE CRAWL STROKE AND SIDE STROKE ARE USED DURING THE MAJORITY OF TIMED SWIMS AND ACTUAL RESCUE MISSIONS.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTION

APPROVED: X NOT APPROVED: REQUIRES RESEARCH:

OTHER:

AGENDA ITEM NO.: 02-06

OPNAVINST 3130.6C CHANGE RECOMMENDATION

FROM COMMAND: ATG NORFOLK VA P.O.C.: OSC(SW) WEBBDSN #: _____ COMM #: (757)445-0962 FAX #: 445-0982
EXT 295ENCL #: 21 PAGE #: 4 PARA: 5, (a) SECTION: 2**PURPOSED CHANGE:**

CHANGE PARA 5 TO READ:

5. ENSURE THAT EACH WATCH SECTION HAS ONE OS OR QM (E-4) OR ABOVE WHO HAS ATTENDED SAR PLANNING SURFACE SHIP COURSE (K-221-2155) OR OS "C" SCHOOL COURSE (A-221-0002)

REASON FOR CHANGE:

TO CLARIFY THE SAR PLANNERS REQUIREMENTS FOR SAR EVAL QUALIFICATIONS.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-07

OPNAVINST 3130.6C CHANGE RECOMMENDATIONFROM COMMAND: CNAP SAR P.O.C.: AVCM BAILEY

DSN #: _____ COMM #: _____ FAX #: _____

ENCL #: _____ PAGE #: _____ PARA: _____ SECTION: _____

PURPOSED CHANGE:

RESCUE CREWCHIEF'S ARE REQUIRED TO TAKE AN ANNUAL 40 QUESTION EXAMINATION (SEE ENCL 5, PAGE 7, PAR (1).) TEST SHALL BE ANNOTATED IN THE EXAMINATION SECTION OF THE NATOPS.

REASON FOR CHANGE:

ALL OTHER SAR PERSONNEL ARE TESTED ON SAR DURING THEIR ANNUAL EVAL (PILOTS, SWIMMERS, HIRA'S SMT'S). RESCUE CREWCHIEFS NEED TO BE HELD TO THE SAME STANDARD.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-08

NWP 3-50.1 (REV A)

CHANGE

RECOMMENDATIONS

NWP 3-50.1 (REV A) CHANGE RECOMMENDATIONFROM COMMAND: COMHELWINGRES P.O.C.: PRC KELVIN STRONGDSN #: 735-2674 COMM #: (619)545-2674 FAX #: N/APAGE #: 5-32 PARA #: 5.10 LINE: PARA FIG. #: N/A**PURPOSED CHANGE:**

THE NWP 3-50.1 (REV A) NAVAL SEARCH AND RESCUE (SAR) MANUAL STATES THAT THE LEVEL "A" SAR MEDICAL KIT IS DESIGNED FOR ALL UNITS THAT MAINTAIN HELICOPTERS WITH A SAR CAPABILITY. THE LEVEL "B" MEDICAL KIT IS DESIGNED TO BE USED IN CONJUNCTION WITH THE LEVEL "A" MEDICAL KIT FOR COMMANDS THAT MAY UTILIZE SAR CORPSMEN.

REASON FOR CHANGE:

COMHELWINGRES CURRENTLY HAS A TOTAL OF 16 SAR CAPABLE AIRCRAFT ASSIGNED TO THEIR COMMAND. THE LEVEL "B" MEDICAL KIT COST APPROXIMATELY \$4500.00 DOLLARS TO BUILD UP. COMHELWINGRES ONLY HAS 4 SAR CORPSMEN ASSIGNED TO THEIR UNIT. COMHELWINGRES WOULD LIKE TO SUBMIT A CHANGE TO THE NWP-3-50.1 (REV A) TO CHANGE THE LEVEL B REQUIREMENT TO REFLECT THE TOTAL NUMBER OF SAR CORPSMEN ASSIGNED TO A SPECIFIC UNIT. INSTEAD OF PER AIRCRAFT ASSIGNED.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER

HELICOPTER COMBAT SUPPORT SQUADRON THREE

P.O. BOX 357122

SAN DIEGO, CA 92135-7122

FAX: DSN 735-5404

COMM (619) 545-5404

SARMM ACTIONAPPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-01

NWP 3-50.1 (REV A) CHANGE RECOMMENDATIONFROM COMMAND: CNAP P.O.C.: AMC ZABELLEDSN #: 735 COMM #: (619)545-2002 FAX #: (619)545-5404PAGE #: 3-1 PARA #: 3.2 LINE: 2 FIG. #: N/A**PURPOSED CHANGE:**

ADD BETWEEN FIRST AND SECOND SENTENCES.

THE FRONT SURFACE APPROACH SHOULD BE YOUR FIRST CHOICE WHEN
APPROACHING AN UNCONSCIOUS SURVIVOR.THE UNDERWATER APPROACH SHOULD BE USED PRIMARILY FOR PANICKED
SURVIVORS.

UNDER MOST OTHER CIRCUMSTANCES, APPROACH SURVIVOR FROM THE REAR.

REASON FOR CHANGE:

CLARIFY WHEN TO USE EACH APPROACH.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER

HELICOPTER COMBAT SUPPORT SQUADRON THREE

P.O. BOX 357122

SAN DIEGO, CA 92135-7122

FAX: DSN 735-5404

COMM (619) 545-5404

SARMM ACTIONAPPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-02

NWP 3-50.1 (REV A) CHANGE RECOMMENDATIONFROM COMMAND: COMNAVAIRLANT P.O.C.: HMC ADAMSDSN #: 960-7474 COMM #: (904)270-7474 FAX #: N/APAGE #: A-1 PARA #: A.2.2 LINE: N/A FIG. #: N/A**PURPOSED CHANGE:**

ADD VERBIAGE TO THE EFFECT OF:

"ANY TIME A MEDICAL REPRESENTATIVE (SAR HM, FS, SHIPS CORPSMAN, ETC) HAS AN ACTUAL ENCOUNTER WITH A PATIENT, REGARDLESS OF THE AMOUNT OF CARE ADMINISTERED. A SAR MEDICAL REPORT SHALL BE COMPLETED AND SUBMITTED TO SARMM.

REASON FOR CHANGE:

MEDICAL/LEGAL, STANDARD OF CARE TO PROVIDE DOCUMENTATION.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-03

NWP 3-50.1 (REV A) CHANGE RECOMMENDATIONFROM COMMAND: HCS-4 P.O.C.: HM1 B. A. FORESTERDSN #: N/A COMM #: (757)444-1234 FAX #: N/A
EXT 216PAGE #: 5A-15 PARA #: X LINE: X FIG. #: X**PURPOSED CHANGE:**

RECOMMENDING AN ADDITION TO THE LEVEL "B" KIT THAT WOULD AUTHORIZE BOTH HCS-4 AND HCS-5 THE USE OF A PELICAN HARD CASE WITH DIVIDERS, NSN 6515-02-L00-7010 (24 1/4" H x 19 7/16" W x 8" D, BLACK IN COLOR) IN PLACE OF THE CURRENT REQUIRED O2 CONTAINER (OXYCADDY) NSN 6515-02-L00-2043.

REASON FOR CHANGE:

DUE TO THE UNAVAILABILITY FOR FUTURE PURCHASE THE OXYCADDY AND THE UNIQUE PRIMARY NSW MISSION THAT BOTH HCS-4 AND HCS-5 OPERATE WITHIN, IT IS CRUCIAL THAT OUR O2 CONTAINER IS OPERATIONAL STANDARDIZED WITH NSW, WATER RESISTANT, AND RUGGEDLY DURABLE TO OPERATE WITHIN THE SCOPE OF OUR MISSION. WHILE PARALLELING WITH NSW COMMUNITY (SAME EQUIPMENT DESIGNED AND USED ON ALL MK5 RIBBED BOATS, AND NSW MEDICAL COVERAGE), WOULD GIVE THE NSW CORPSMAN AND OUR 8401'S DURING OPERATIONAL MEDICAL EMERGENCIES THE ADVANTAGE OF BEING FAMILIAR WITH THE SAME O2 CONTAINER AND SYSTEM. THIS WOULD ALSO FACILITATE THE COMBINING AND PROTECTION NEEDED TO ENSURE PROPER CARE OF THE OPTIONAL EQUIPMENT SUCH AS THE PROPACK.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: _____ NOT APPROVED: _____ REQUIRES RESEARCH: X

OTHER: _____

AGENDA ITEM NO.: 02-04

NWP 3-50.1 (REV A) CHANGE RECOMMENDATIONFROM COMMAND: HCS-4 P.O.C.: HM1 B. A. FORESTERDSN #: X COMM #: (757)444-1234 FAX #: X
EXT 216PAGE #: 5A-13 PARA #: X LINE: X FIG. #: X**PURPOSED CHANGE:**

RECOMMEND AN ADDITION TO THE LEVEL "B" KIT THAT WOULD AUTHORIZE BOTH HCS-4 AND HCS-5 THE USE OF THE MEDICAL BACKPACK TRAINING/COVERAGE NSW LBTC-1562B, NSN 6530-01-452-3226 (GREEN IN COLOR) FROM LONDON BRIDGE TRADING COMPANY LTD, 3509 VIRGINIA BEACH BLVD, VIRGINIA BEACH, VA 23452-4421, (757)498-0207, IN PLACE OF THE CURRENT ORANGE THOMAS ADVANCE AERO PACK NSN 6545-01-416-9510

REASON FOR CHANGE:

DUE TO THE UNIQUE PRIMARY NSW MISSION THAT BOTH HCS-4 AND HCS-5 OPERATE WITHIN, IT IS CRUCIAL THAT OUR 8401'S WILL BE ABLE TO OPERATE SAFELY IN A COMBAT ENVIRONMENT. THIS REQUIRES OUR CORPSMAN TO BLEND INTO THE HOSTEL SURROUNDINGS. IN ORDER TO ACCOMPLISH THIS, HCS-4 AND HCS-5'S CORPSMAN NEED TO HAVE A MEDICAL BACKPACK THAT IS FAMILIAR TO NSW CORPSMAN AND IS GREEN IN COLOR VS ORANGE. WHILE PARALLELING WITH NSW COMMUNITY (SAME EQUIPMENT DESIGNED AND USED ON ALL MK 5, RIBBED BOATS, AND NSW MEDICAL COVERAGE), WOULD FACILITATE IN THE NSW CORPSMAN AND OUR 8401'S DURING OPERATIONAL MEDICAL EMERGENCIES THE ADVANTAGE OF BEING FAMILIAR WITH THE SAME MEDICAL BACKPACK'S STRUCTURE AND EQUIPMENT WITH IT.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: _____ NOT APPROVED: _____ REQUIRES RESEARCH: X

OTHER: _____

AGENDA ITEM NO.: 02-05

NWP 3-50.1 (REV A) CHANGE RECOMMENDATIONFROM COMMAND: HCS-4 P.O.C.: HM1 B. A. FORESTERDSN #: X COMM #: (757)444-1234 FAX #: X
EXT 216PAGE #: 5A-15 PARA #: X LINE: X FIG. #: X**PURPOSED CHANGE:**

RECOMMEND AN ADDITION THAT WOULD AUTHORIZE THE USE OF THE AMBU PPS, POWER PACK SUCTION PUMP, OPEN PURCHASE, DYNAMED, 6300 YARROW DRIVE, CARLSBAD, CA 92009-1597, 1-800-854-2706, PRODUCT #SN713 FOR OPTIONAL MEDICAL EQUIPMENT FOR THE LEVEL "B" KIT

REASON FOR CHANGE:

DUE THE SMALL SIZE, BUT POWERFUL SUCTIONING CAPABILITY, THE AMBU PPS WOULD GREATLY ENHANCE THE 8401'S ABILITY TO EFFECTIVELY AND SAFELY SUCTION THEIR PATIENTS DURING ANY AIRWAY OBSTRUCTION AND INTUBATIONS PROCEDURE.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: _____ NOT APPROVED: _____ REQUIRES RESEARCH: X

OTHER: _____

AGENDA ITEM NO.: 02-06

NWP 3-50.1 (REV A) CHANGE RECOMMENDATIONFROM COMMAND: HCS-4 P.O.C.: HM1 B. A. FORESTERDSN #: X COMM #: (757)444-1234 FAX #: X
EXT 216PAGE #: 5A-13 PARA #: X LINE: X FIG. #: X**PURPOSED CHANGE:**

RECOMMEND AN ADDITION THAT WOULD AUTHORIZE THE SUBSTATION FOR USE OF COBAN (SELF-ADHERENT WRAP NDC 8333-1584-01) IN PLACE OF OR COMBINATION OF THE BANDAGE, GAUZE, ELASTIC, 4.5" x 5 YARDS NSN 6510-00-582-7992 FOR THE LEVEL "B" KIT.

REASON FOR CHANGE:

THIS WILL GREATLY ENHANCE THE 8401'S ABILITY DURING PATIENT CARE DURING THE DRESSING OF WOUNDS AND SECURING OF IV SITE (ESPECIALLY WITH DIAPHORETIC PATIENTS). IT IS ALSO VERY HELPFUL THAT COBAN DOESN'T REQUIRE ANY TAPE OR CLIPS IN ORDER TO SECURE THE WRAP.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: _____ NOT APPROVED: _____ REQUIRES RESEARCH: X

OTHER: _____

AGENDA ITEM NO.: 02-07

NWP 3-50.1 (REV A) CHANGE RECOMMENDATIONFROM COMMAND: HCS-4 P.O.C.: HM1 B. A. FORESTERDSN #: X COMM #: (757)444-1234 FAX #: X
EXT 216PAGE #: 5A-13 PARA #: X LINE: X FIG. #: X**PURPOSED CHANGE:**

RECOMMEND AN ADDITION THAT WOULD AUTHORIZE THE USE OF THE F.A.S.T.1 INTRAOSSEOUS INFUSION SYSTEM, NSN 6515-01-453-0960 AS REQUIRED MEDICAL EQUIPMENT FOR THE LEVEL "B" KIT

REASON FOR CHANGE:

TO ASSIST 8401'S AS A LAST RESORT IN THE CARE OF PATIENTS WITH MAJOR TRAUMA AND BLOOD LOSS, DEHYDRATION, DEEP SHOCK, PERIPHERAL BURNS, AND OTHER EMERGENCIES NECESSITATE RAPID, RELIABLE ACCESS TO A PATIENT'S BLOOD STREAM TO ADMINISTER FLUIDS. THIS DEVICE CAN ACHIEVE VASCULAR ACCESS IN 60-90 SECONDS, WHILE CAPABLE OF DELIVERING UP TO 2 LITERS OF NORMAL SALINE OR LACTATE RINGERS IN 2.5 MINUTES. WITH ONLY A MINIMAL TRAINING, 8401'S WILL BE ABLE TO RELIABLE FAMILIARIZE THEM SELF WITH THE EASY TO USE COMPONENTS AND IT'S SIMPLE PROCEDURE.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: _____ NOT APPROVED: _____ REQUIRES RESEARCH: X

OTHER: _____

AGENDA ITEM NO.: 02-08

NWP 3-50.1 (REV A) CHANGE RECOMMENDATIONFROM COMMAND: ATG INGLESIDE P.O.C.: LT FIGUERUADSN #: 776-4847 COMM #: (361) 776-4847 FAX #: _____PAGE #: _____ PARA #: 6-14 LINE: 6.7.2. FIG. #: _____
CHAP 6 1**PURPOSED CHANGE:**

NOTE: DURING A MAN OVERBOARD FOC'SLE RECOVERY EVOLUTION, FOC'SLE CREW WILL BE DRESSED OUT WITH PERSONAL FLOTATION DEVICE. ADDITIONALLY, PERSONNEL WORKING IN THE VICINITY OF J-BAR DAVIT WILL WEAR HARDHATS.

REASON FOR CHANGE:

NO INSTRUCTION COVER PPE FOR FOC'SLE CREW DURING SAR EVOLUTIONS.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER
HELICOPTER COMBAT SUPPORT SQUADRON THREE
P.O. BOX 357122
SAN DIEGO, CA 92135-7122
FAX: DSN 735-5404 COMM (619) 545-5404

SARMM ACTIONAPPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-09

NWP 3-50.1 (REV A) CHANGE RECOMMENDATIONFROM COMMAND: ATGWP P.O.C.: ETC TAYLORDSN #: 243-6193 COMM #: _____ FAX #: _____

PAGE #: _____ PARA #: _____ LINE: _____ FIG. #: _____

PURPOSED CHANGE:

3-50 DOES NOT HAVE "GIVE TWO BREATHS AFTER CHECKING FOR BREATHING IF THE VICTIM IS NOT BREATHING." THIS SHOULD BE PUT IN CHAPT 3 AND 7.

REASON FOR CHANGE:

THIS IS COMMONLY TAUGHT IN SCHOOL.

SARMM REMARKS:

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER

HELICOPTER COMBAT SUPPORT SQUADRON THREE

P.O. BOX 357122

SAN DIEGO, CA 92135-7122

FAX: DSN 735-5404

COMM (619) 545-5404

SARMM ACTIONAPPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-10

NWP 3-50.1 (REV A) CHANGE RECOMMENDATIONFROM COMMAND: EXECUTIVE COMMITTEE P.O.C.: _____

DSN #: _____ COMM #: _____ FAX #: _____

PAGE #: _____ PARA #: _____ LINE: _____ FIG. #: _____

PURPOSED CHANGE:**"WARNING"**

IN ALL CASES WHETHER THE SURVIVOR IS DETERMINED TO BE "COMBATIVE," "PANICKED" OR COOPERATIVE) THE RESCUER SHALL, PRIOR TO ATTEMPTING OR ALLOWING THE SURVIVOR TO BE HOISTED FROM AN OVERLAND OR MARITIME ENVIRONMENT, ENSURE THE PROPER APPLICATION OF THE SELECTED RESCUE DEVICE TO INCLUDE ANY AND ALL SAFETY STRAPS OR DEVICES IAW THE NWP 3-50.1 (SERIES).

REASON FOR CHANGE:**SARMM REMARKS:**

* SEND ALL PROPOSED CHANGES TO:

ATTN: ENLISTED SAR MODEL MANAGER

HELICOPTER COMBAT SUPPORT SQUADRON THREE

P.O. BOX 357122

SAN DIEGO, CA 92135-7122

FAX: DSN 735-5404

COMM (619) 545-5404

SARMM ACTIONAPPROVED: X NOT APPROVED: _____ REQUIRES RESEARCH: _____

OTHER: _____

AGENDA ITEM NO.: 02-11

2001
SAR EXCELLENCE AWARDS

Enclosure (8)

SAR UNIT OF THE YEAR

Helicopter Combat Support Squadron FIVE

"For outstanding performance as Search and Rescue (SAR) unit from January to December 2001. HC-5 performed its demanding duties in an exemplary and highly professional manner. This outstanding SAR unit demonstrated unparalleled skill and airmanship in the most hostile peacetime environment by performing 61 missions resulting in the rescue of 16 distressed personnel and evacuated 20 personnel with life threatening medical conditions. Noteworthy missions included a 50 mile night MEDEVAC hoist mission of a critically wounded civilian off a USCG Cutter using Night Vision Devices, and a cliff rescue of two local Guam citizens. Thorough and extensive use of risk management and SAR training in all environments has enabled HC-5 to execute a variety of missions in a timely and safe manner. HC-5 has demonstrated exceptional diversity by continuously deploying H-46 Detachments throughout the Western Pacific Theater coupled with providing 24 hour SAR services for the Guam / Marinas Island chain. Helicopter Combat Support Squadron FIVE demonstrated professionalism and selfless devotion which embodies the spirit of the SAR motto, "So others may live", and was in keeping with the highest traditions of the United States Naval Service."



AVIATION RESCUE CREW OF THE YEAR

NAS Brunswick
"Rescue Oscar Two"

LT Benjamin P. Smith

LT Amy Lawless

AMC(AW/NAC) James E. Hunsuckle

HMC(SW/FMF/NAC) Richard W. Freund

AME2(AW/NAC) Richard F. Mooney

"For extraordinary heroism while serving as Search and Rescue (SAR) crew, NAS BRUNSWICK on 20 October 2001. The crew of "RESCUE OSCAR TWO" performed their demanding duties in an exemplary and highly professional manner. Responding to a request by the Maine State Game Warden Service, RESCUE OSCAR TWO was tasked with a night Search and Rescue of a critically injured hiker off of a cliff on Mount Tumbledown. After a successful search, two Rescue Aircrewman, laden with rescue equipment, rappelled through tree's to the cliff face where they climbed to the narrow ledge to stabilize and package the injured hiker. Each member of the crew performed a critical role and the absence of any member would have precluded the success of the highly demanding rescue. The crew of RESCUE OSCAR TWO demonstrated professionalism and selfless devotion which embodies the spirit of the SAR Motto, "So others may live", and was in keeping with the highest traditions of the United States Naval Service."



AVIATION RESCUE CREWMAN OF THE YEAR

Aviation Warfare Systems Operator Second Class (Air Warfare / Naval Aircrewman) "J" Patrick G. Parent

"For extraordinary heroism while serving as HSL-44 Detachment Search and Rescue (SAR) Swimmer aboard USS PETERSON (DD 969) on 18 November 2001. Petty Officer Parent performed his demanding duties in an exemplary and highly professional manner. Responding to a distress call from detained smuggling Merchant Vessel SMARA, that was sinking with 1,900 tons of oil and 22 persons onboard, including a United States Navy Security Team from USS PETERSON (DD 969), in the Arabian Gulf. The crew of Magnum 443 arrived on scene where he located two survivors and was lowered into 15 foot seas with 35 knot winds at night. With determination and much difficulty, he swam through crude oil and debris to reach the survivors where he evaluated their physical status. Upon returning to the rescue hoist for pick-up, he found the rescue strop was lost at sea and could not hoist the survivors. With total disregard for his own safety, he declined recovery and remained in the oily water for 40 minutes with the survivors awaiting a second helicopter to arrive, he then assisted in hoisting the two survivors to safety. Petty Officer Parent demonstrated professionalism and selfless devotion which embodies the spirit of the SAR motto, "So others may live", and was in keeping with the highest traditions of the United States Naval Service."



SURFACE RESCUE SWIMMER OF THE YEAR

Sonar Technician Surface Second Class (Surface Warfare) James T. Emmons

"For extraordinary heroism while serving as USS RUSSELL (DDG 59) Search and Rescue (SAR) Swimmer on 12 December 2001. Petty Officer Emmons performed his demanding duties in an exemplary and highly professional manner. RUSSELL responded to a mayday of a crashed United States Air Force B-1B Lancer off the coast of Diego Garcia at night. RUSSELL closed last plotted position and launched two RHIB's from five miles away due to shallow water and reefs. Upon sighting a survivor, he pulled one airman directly from the water into the RHIB and began medical treatment. Seeing the signal flare of another survivor, the RHIB closed the position and discovered the raft with last airman amid a debris field covered in fuel. Fearing the RHIB fouling on debris or parachute, he deployed from the RHIB, swam to recover the last airman from his life raft, fitted the airman with his rescue flotation and extracted him from the raft. Both of the survivors received on-scene medical attention and were safely transported back aboard RUSSELL where the other two airmen were waiting. Petty Officer Emmons demonstrated professional and selfless devotion which embodies the spirit of the SAR motto, "So others may live", and was in keeping with the highest traditions of the United States Naval Service."



SURFACE RESCUE CREW OF THE YEAR

USS LEYTE GULF (CG 55)

Port RHIB Crew #1

STG2 John M. Haberkamp

BM3 Shawn M. Hess

EN3 Aaron Williams

Port RHIB Crew #2

LCDR Bob Poling

BM3 Ronald M. Lauria

ENFN Johnnie Lowery

Starboard RHIB Crew

ENS Julie A. Reed

EN2 Dion Scott

BM3 John Paul S. Toth

SN Guido Penafiel

Boat Deck and J-Bar Davit Crew

BMC(SW) Billy R. Mitchell	SN Jonathan A. Reyes
SKC(SW) Nemrod Moore	SN Elizabeth Martinez
HMC(SW) Isaisa Suarez	SN Yvonne A. Cole
BM1(SW) Leon Mosely	SN Delmar L. Miller
BM2 Wayne A. Clark	SA Selene Martinez
BM3 Ricardo A. Allwood	SA Tracy D. McCoy
BM3 Aram B. Caloian	SA Lakwandalyn K. King
BM3 Donald E. Dixon	SA Adam L. Fisk
EN3 Yohance T. Buchanan	SA Jason G. Gardner
PC3 Anthony R. Rogers	SA Leshain T. Perro
SN Joseph M. Ridley	SR Ricky A. Crawford Jr
SN Ameen A. Beale	SR Brandi S. Blansett
SN William P. Linkous	

CONFERENCE

ATTENDEES

Last:	First:	Command:	Phone:	E-mail:
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Stancil	Dave	Aqua Lung/US Diver	(760) 597-5056	dstancil@aqualung.com
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Frantz	BMC Scott	ATG Mayport	(904) 270-7420	FrantzSA@atgm.spear.navy.mil
Wolfe	LCDR	ATG Mayport	(904) 270-7420	global
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Knox	AT1 Paul	ATG Norfolk	DSN 472-8881	
Webb	OSC	ATG Norfolk	DSN 472-8881	webbra@atgl.spear.navy.mil
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Taylor	ETC Stephen	ATGWP	DSN 243-6193	taylors@atgwp.navy.mil
Brockmire	Arnie	Blitz Team Equip.	(209) 536-1859	brockfff@aol.com
Dull	Bill	Briartek Inc.	(703) 548-7892	billdulle@briartek.com
Landa	Joe	Briartek Inc.	(703) 548-7892	landa@briartek.com
Carter	HMC Jeffery	BUMED	(202) 762-3450	jhcarter@us.med.navy.mil
Weidie	CDR Scott	CINPACFLT	(808) 471-8689	WeidieSA@cpf.navy.mil
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Clarke	AWC	CNAL SAR Team	(904) 270-7474	
Rosier	AWC	CNAL SAR Team	(904) 270-7474	
Porter	AD2 Shawn	COMHEWINGRES	(619) 545-1635	Porter.Shawn@nasni.navy.mil
Koerber	HM2 Keith	COMHSWINGLANT / SRSS	(904) 542-3700	koerberk@chswl.navy.mil
Lelacheur	AW1 Kevin	COMHSWINGLANT / SRSS	(904) 542-3700	LelacheurKA@chswl.navy.mil
Burt	HM2 Shane	COMHSWINGPAC	(619) 545-3487	Burt.Shane@CHSWP.navy.mil
Liley	BMC Robert	COMNAVSURFLANT	(757) 836-3090	Rliley@cns1.spear.navy.mil
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Broderick	BMC Tim	FTC San Diego	(619) 767-6150	BMC-TIMOTHY.J.BRODERICK@cnet.navy.mil
Campbell	ATC Mike	FTC San Diego	(619) 767-6150	
Deyayne	ENS William	FTC San Diego	(619) 556-8399	
Jahn	FC1 Jeremy	FTC San Diego	(619) 556-8393	FC1-jeremy.p.jahn@cnet.navy.mil
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Pepin	STG1 Steve	FTC San Diego	(619) 556-8393	
Dimopollos	Peter	FTG Quantaflex	(800) 419-0066	peter@ftg-inc.com
Kahler	Bruce	FTG Quantaflex	(800) 419-0066	
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Broderick	AD3 Joseph	GTMO SAR	011-5399-4099	sarswimmer17@yahoo.com
Antonacci	LT Juliana	HC-11	(619) 545-6851	Antonacci.Juliana@HC11.nasni.navy.mil
Christian	LT William	HC-2	(757) 445-4730	wchristian341@hotmail.com
Hernandez	AM1 Carlos	HC-2	(757) 445-4730	phyler28@aol.com
Cavin	HM1 Stefan	HC-3 RSS	(619) 545-2006	sarflightmedic@aol.com
Bowen	HM2 Tracy	HC-5	(671) 366-6412	tracy.bowen@hc5.navy.mil
Kirby	LT Chris	HC-5	(671) 366-6412	N33@hc5.navy.mil
Naylor	AT1 Marty	HC-5	(671) 366-6267	marty.naylor@hc5.navy.mil

Burfield	LTJG Douglas	HC-6	(757) 445-1221	Dburfield@nsn.cmar.navy.mil
Deveay	AD2 Mark	HC-8	(757) 444-3973	mdeveau@nsn.navy.mil
Berman	AM2	HC-85	(757) 444-3727	
Smith	AD2 William	HC-85	(757) 444-3727	
Forrester	HM1 Bruce	HCS-4	(757) 444-1234	bruce_med@msn.com
Barrett	HM3 Justin	HCS-5	(619) 545-8857	jbarrett8@yahoo.com
Diehl	LT	HCS-5	(619) 545-8857	diehl.michael@hcs5.navy.mil
Maust	AM2 Kenneth	HCS-5	(619) 545-8857	masut.kenneth@nasni.navy.mil
Carman	LT Aaron	HMT-303	(760) 725-3720	carmanas@3mawcpn.usmc.mil
Shelley	AW2 Brian	HS-10	(619) 545-5079	Shelley.Brian.C@hs10.nasni.navy.mil
McKechnie	LT Jack	HS-3	(904) 542-4620	mckechnie@hs3.navy.mil
Upton	AW2 Sean	HS-3	(904) 542-4624	uptonse@hs3.navy.mil
Avery	AW2	HS-75	(904) 542-4495	hs75n34a@navresjax.navy.mil
Pershing	LT Jim	HSL-41	(619) 545-8331	Pershing.Jim.H@ni.cnrsn.navy.mil
Poulin	AW2 Jason	HSL-41	(619) 545-8331	Poulin.Jason.L@HSL41.nasni.navy.mil
Matthias	LT Matthew	HSL-42	(904) 270-6122	matthiasmm@hsl47.navy.mil
Johnson	LT Thadeus	HSL-43	(619) 545-6095	Johnson.Thaddeus@hsl43.nasni.navy.mil
Ballard	Steven	HSL-44	(904) 270-6795	ballardsl@hsl44.navy.mil
McAlexander	LT Colby	HSL-44	(904) 270-6795	mcalexander@hsl44.navy.mil
Parent	AW2	HSL-44	(904) 270-6795	parentpg@hsl44.navy.mil
Plowcha	LT Adam	HSL-44	(904) 270-6455	PlowchaPA@hsl44.navy.mil
McCauley	AWCS Joseph	HSL-45	(619) 545-9491	Mccauley.Joseph@hsl45.navy.mil
Whitfield	LT Richard	HSL-47	(619) 545-8995	Whitfield.Richard.W@nasni.navy.mil
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Brown	HMC Robert	II MEF	(910) 450-2934	brownre@iimef.usmc.mil
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Sweeny	SSGT	MCAS Cherry Point	(252) 446-3903	
Vollbrecht	HM2 Richard	MCAS Cherry Point	(252) 466-4066	vollbrechtrc@cherrypoint.usmc.mil
Bond	SSGT Andrew	MCAS Yuma	(928) 269-3406	bondac@yuma.usmc.mil
Crumpler	HM2 Chris	MCAS Yuma	(928) 269-3653	ccrumpler@nhcp.navy.mil
McMillen	HM3 Marc	MCAS Yuma	(928) 269-3653	mcmillenma@yuma.usmc.mil
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Jack	HM2 Eric	NAF Key West	(305) 293-3108	e_t_jack@sar.med.navy.mil

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Steele	HM1 Brian	NAS Brunswick	(207) 921-2256	bsteeler@us.med.navy.mil
Ayers	HM2 Robert	NAS Corpus Christi	(361) 941-2205	cchlrla@cch10.med.navy.mil
Heintschell	HM2 Scott	NAS Corpus Christi	(361) 961-2205	cchl1sah@cch10.med.navy.mil
Purkey	AD2 James	NAS Corpus Christi	(361) 961-3410	purkey.j@nrst.navy.mil
Reynolds	LT Lorn	NAS Corpus Christi	(361) 961-4960	reynolds.l.d@nrst.navy.mil
Spooner	LT Michael	NAS Corpus Christi	(361) 961-3410	mspooner@nhcorpus.med.navy.mil
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Galegor	HM2 William	NAS Fallon	(775) 426-3451	galegor.william@fallon.navy.mil
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Pearne	AME1 Michael	NAS Lemoore	(559) 998-1570	michael.pearne@navy.mil
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Woolledge	HM2 Peter	NAS Lemoore	(559) 998-1561	
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Vanburen	AT1 Jason	NAS Patuxent River	(301) 342-3743	vanburenja@navair.navy.mil
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Campbell	HM2 Jeremy	NAS Pensacola	(850) 452-8161	
Hoge	LT William	NAS Pensacola	(850) 452-8161	LT-William.H.Hoge@cnet.navy.mil
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Thacker	AT3 Benjamin	NAS Whidbey Island	(360) 257-1292	thackerb@naswi.navy.mil
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Laughlin	HM3 Joe	NWTS China Lake	(760) 939-0760	laughlinjm@navair.navy.mil
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Pina	AME1 Israel	PMRF	(808) 335-4686	
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Lee	AW2	SRSS Jax	DSN 942-3700	
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Amos	AWC			
Applaub	AW2			
Aschurin	Kris			
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Galloway	AE2			
Gruff	LCDR			
Kennedy	AT2			
Kreitzer	GYSGT			
Lindstrum	CAPT			
Marsinko	AW2			
Shiver	AE1			
Smith	AD2			
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